

# Saturday Night

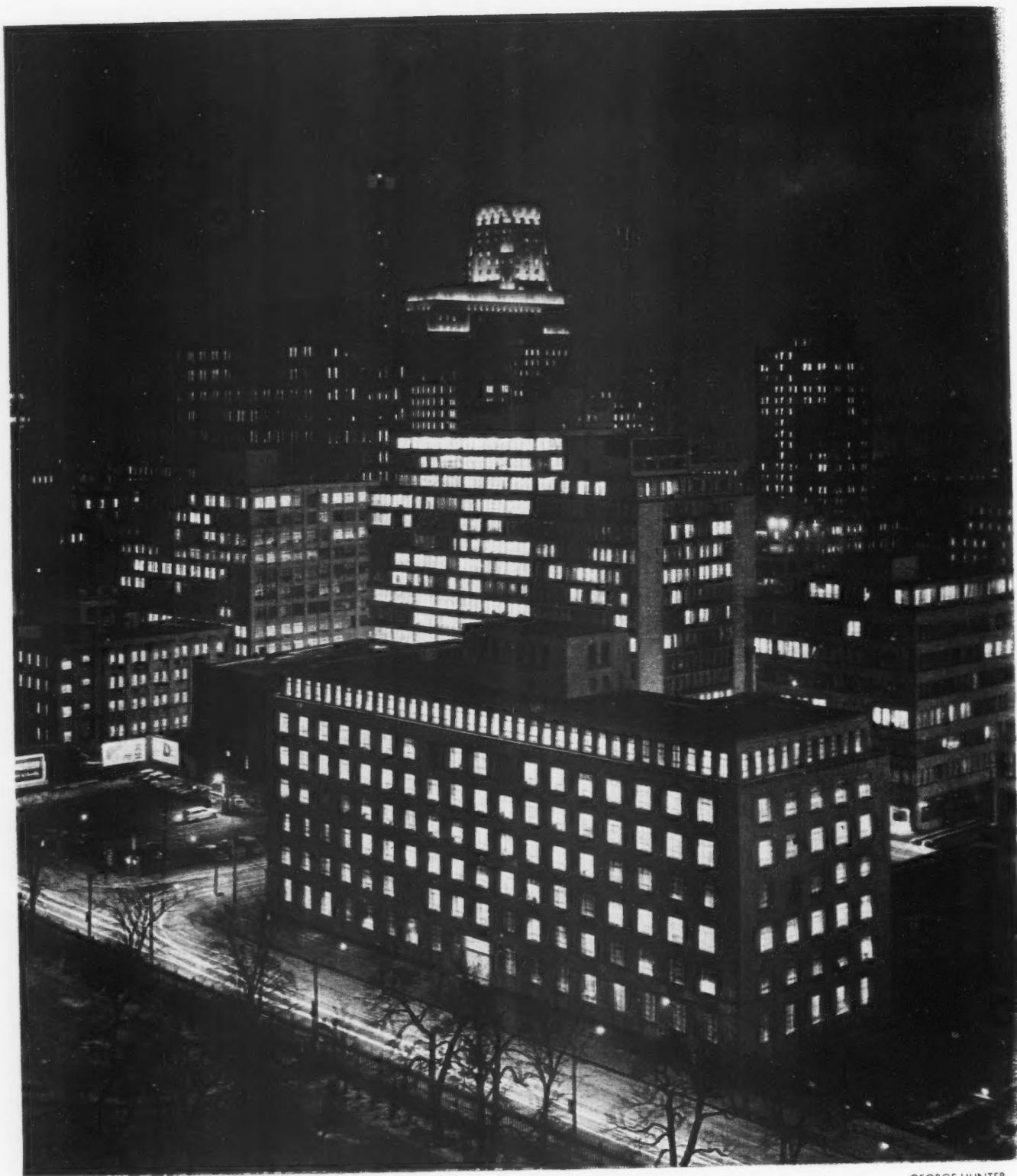
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GEORGE HUNTER

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# Saturday Night

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## INSIDE STORY

**THE COVER:** A vanished giant "full of character" hauls a passenger train through the bush on the Ontario Northland Railway.

Want to buy a steam locomotive? You can — at the present time — for its scrap value. Varying according to weight this runs between \$3,000 and \$10,000. But most of the old locomotives have been given by the railways to public bodies to be preserved as monuments to one of mankind's supreme mechanical achievements. **Harry McDougall**, Canadian free-lance writer, tells the romantic story of 100 years of dominance and ten years of now complete disappearance.

Unhappy Poland is the Soviet's strangest satellite; the country has, however, made its own decision to face the East. **John Gellner**, SN's Contributing Editor on Military Affairs, tells how it has exchanged its precarious measure of freedom for this arrangement. Only Germany could win Poland for the West and this would mean the unlikely acceptance of present political borders.

Some events, writes Professor **J. D. Morton** of the Osgoode Hall Law School, are outside the bounds of the accepted rule of law and the Eichmann trial is one of them. "The meting out of justice to Eichmann by way of the machinery of law", he says, "to my mind will lead to unfortunate over-reliance upon law to prevent a repetition of such conduct in the future".

Facts and figures from the first years of operation seem to show that Canada — which paid two-thirds of the total cost of the St. Lawrence Seaway — has been by far the smaller beneficiary of the two contributing nations. Arthur Brydon, shipping expert of *The Globe & Mail*, shows how U.S. profits can further increase when the link to the Mississippi is completed.

In **BOOKS**, **Arnold Edinborough** reviews the new biography of "Worthy" (Major-General **F. F. Worthington**) father of the Canadian Armored Corps, by his wife . . . **William Krehm** analyses the new offerings of **RECORDS** . . . **Brian Cahill**, in **SCIENCE**, tells that just as McGill University has adopted an aptitude test as part of its admission qualifications, the world of business is casting greater doubts on such psychological testing.

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## Letters

### How We Can Help

I do not find myself in agreement with your editorial in your April 17 issue recommending that Canada should allow immigration from the West Indies, for to do so would only be to burden Canada with a vexatious race problem from which she is now fortunately free.

Certainly we should be prepared to help the West Indies by financial aid, by sending teachers and trained technicians, by encouraging trade and especially by providing scholarships in our Universities for West Indians, since education is the real need and without it nothing will be of any real benefit in solving their problem of poverty and population explosion.

Let us help them to better conditions in their own country where they will be much happier, because the climate, customs and tempo of life suit them. When streams of Puerto Ricans landed in New York, unfitted to cope with different conditions, they gravitated into the slums and many of them, from necessity or exploitation, drifted into a life of crime.

Surely we have enough examples to teach us that wherever you have a considerable mass of biologically unassimilable people competing for employment with the rest of the population, friction is bound to follow and we would find ourselves saddled with a problem similar to that of the United States. Any good will which we might have gained from the Afro-Asian countries by a free immigration policy would be more than offset by this. Even in Britain, so tolerant of refugees for centuries, race riots have occurred, so how could we hope for any different results?

Britain may have reason to regret her quixotically generous immigration policy when the people of Nigeria, Uganda, Ghana, etc., discover the advantages of the Welfare State, as the Pakistanis and the West Indians already have.

In the long run, the West Indians must learn that their only salvation lies in controlling their population explosion as the Japanese are being forced to do, and in making their land more productive through better technical methods and more efficient management. But let them keep their sunshine and calypsos, their tropical

beaches and green mountains; they will be much happier so than if in competition with an alien race in a cold Northern climate.

VANCOUVER

C. R. HALL

### Where They Will Go

Re Gordon's article on West Indian immigration: [SN April 15] I had a hunch we were in for trouble, and there it is effectively stated.

True we have wide open spaces, but who wants to go there? No. The West Indians will go to Toronto and settle in the slums.

GALT

E. P. WILCOX

*Editor's note: For an up-to-date report on British pressure on Canada to accept West Indian immigration, by Donald Gordon, CBC London correspondent, see Page 37.*

### Try It in Court

May I congratulate you on the publication of the article by Charles de Verteuil appearing in your March 18 issue which unfolds a fearless but constructive exposé of the book *Exodus* written by Leon Uris. Having regard to the amount of publicity given to this fictitious "history" of the Jews in Palestine, I feel your article was not only of great service to the public generally but also to all intelligent Jews.

It seems rather unfortunate that the two recent letters by Melvin Grossman of Toronto and H. B. Gordon of Montreal and published in your April 15 issue should express such immoderate and emotionally inspired criticisms of de Verteuil's constructive article.

Such letters as these by Grossman and Gordon, I feel, can only serve to shock enlightened Jews who, no doubt, would be happy to disassociate their people from much of what was written in *Exodus* and all it stands for. Gordon speaks of the Jews being "frightened".

Is this his excuse for such immoderate emotionalism? Such an attitude, I suggest, can do much to create anti-Semitism where it would not otherwise exist. Judging from my many friends of the Jewish faith, there is certainly in this country no justification for Gordon describing the Jewish people as "frightened".

Possibly the most damning criticism

of *Exodus* by de Verteuil was the shocking disclosure that the sinking of the refugee transport *Patria* resulting in "the drowning of some 250 completely innocent Jewish women and children" for which "the British got the blame" was, according to admissions by the Zionists, "deliberately sunk" by the Zionists "in order to create propaganda for the cause".

In considering the letters of Grossman and Gordon it seems to me rather significant that neither of them even attempts to specifically refute or deal with this particular statement by de Verteuil which would almost suggest that an atrocity of this kind seems not to shock either of them.

In conclusion, as a lawyer, I would say that if de Verteuil is guilty of "distortions, half-truths and torturing of the facts" in his criticism of Uris' books, as stated by Grossman, Uris has a complete remedy against both de Verteuil and SATURDAY NIGHT according to the libel laws of this country. I wonder if Uris would dare having the matter of the truth or falsity of *Exodus* investigated by any court?

TORONTO

R. ROY MCMURTRY

### "Reprisal" Logic

I hesitate to accuse Melvin Grossman [SN Letters: April 15th] of the distortion of which he accuses others, but one of his paragraphs gives the impression that the British went about hanging Jews in Palestine in a way that called for legitimate reprisal. In fact, those Jews and Arabs who were executed by the British in Palestine had been found guilty by a scrupulously fair and generally merciful British court of justice on capital charges, usually assassination or attempted assassination.

The two sergeants, on the other hand, were guilty of no offence. They were seized while out for a stroll near their camp and strangled, not hanged, in cold blood. They were then tied to trees and booby-trapped with bombs designed to kill or maim the comrades who came to take the bodies away. (The booby-traps were fortunately detected in time).

Such savagery is not to be justified even as "reprisal", and I am sure Grossman could not have known these facts. The British Mandatory Govern-



ment was, after all, the legal government of Palestine, not a competing terrorist organisation.

By his logic, Grossman would have to agree that a racial group here in Canada would be entitled to kidnap and strangle a couple of Canadian policemen or soldiers, chosen at random, "in reprisal" for the execution, after due process of law, of one of their community. Other points in Grossman's letter, however, confirm my belief that he is poorly informed on the situation in Palestine during the period under discussion.

KINGSTON

C. D. QUILLIAM

(One time Chief Middle East Correspondent of "The TIMES" (London).)

## How to Win Friends

There have been many cross-roads in the checkered history of the Jews, but today they hold their fortune in their own hands as never before. They have many assets to draw upon — their shrewd intelligence, courage and the old-fashioned virtue of closely knit family life. But some of that isolation which clung to them throughout the ages is still there. It should not be, for religion is no longer a barrier to friendship with the Christians. During this century, at least, Rabbis have not infrequently exchanged pulpits with liberal Christian ministers.

Nor could anyone say that the Nazi persecution of them had a religious basis. The Nazis rejected Christianity and reverted to the ancient mythology of the Teutons for the express purpose of obtaining a freer rein in their calculated robbery and destruction of the Jews. They needed the wealth thus acquired to carry on the greater war they had planned.

Thus, in the trial of Eichmann there is more than Jewish rights at stake. As C. L. Sulzberger has pointed out, humanity itself is on trial. The entire human family should stop at this point and take a reckoning. What makes it possible for civilized human beings to create such vast and unspeakable destruction as took place in the middle of this century? It is, as we look closely, not the wild and disorderly, but more often the regimented and conditioned types of men who execute these evil deeds.

Perhaps it is that the individual has to be free in order to be a moral being. When he is submerged he shuffles out of such responsibility, leaving it to the hypothetical "conscience of the community" to safeguard the rights of other men.

The outside world is leaving it to the Jews themselves to decide the fate of

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Eichmann, and the Jews have much at stake. No people in history have ever had such an opportunity to rise above the theme of retribution and unite on a higher level of human relationship.

They could set a magnificent example to the world in its present distraught state, by recognizing the real sorrow in the hearts of most Germans for deeds of which they were ignorant. They could see in this man in the dock a pitiable human being, whose life (like that of the ordinary criminal) is totally inadequate to compensate for the life of his victims — those killed and those left to lifelong grief.

And, finally, the Jews should from now on aim at cultivating the friendship of the world at large. It would take some soul-searching but it would be its own reward.

NORTH VANCOUVER I. B. MACDONALD

### PM and Commonwealth

I wonder what the objective of Prime Minister Diefenbaker was when he instituted the ousting of The Union of South Africa from the Commonwealth.

It would seem that Mr. Diefenbaker was ringing the political bell for himself, rather than using his influence and position to convince Dr. Verwoerd that a more humane treatment of the Negro population would be desirable. Is it not that the advice of a friend will be more readily accepted than the hostile suggestions of an unconcerned bystander?

Further, it should be borne in mind that only a slim majority of the white population of The Union of South Africa supports Verwoerd's "apartheid" policy and the next government may ease the restrictions now imposed on the negro population. I have never heard Mr. Diefenbaker comment on the segregation policy of the government of the United States of America, but he does not hesitate to meddle in the internal affairs of a small country like the Union of South Africa.

If Mr. Diefenbaker had taken a less drastic stand, he would have done more for the Negro population of The Union of South Africa and as such for South Africa and the Commonwealth.

LINDBERGH, ALTA.

F. J. REINTJES

### What Errors?

You state "it survived the terrible errors of Suez and Cyprus" [Language and Commonwealth SN Apr. 29]. What makes you think they were errors? If Britain and France had been allowed to finish the job in Egypt there would soon be no Eastern problem. You are over fond of destructive criticism. Better join up with Fisher, Argue, Knowles, etc.

MONTREAL

HUGH M. SCOTT



## Comment of the Day

# Education is the Answer to Unemployment

NEVER BEFORE has Canada been so belabored with words about trade and unemployment. All four political parties (even the Socreds moved into the East last month again and sent Premier Manning on a swing through Southern Ontario) are having their say, whether or not their theories will remain as platforms when the General Election is finally called.

In the middle of all this talk it might be well to go back to the fundamentals of our economic situation and see if we can thus judge what, if anything, these parties are seriously offering.

The first fact about Canada is that it can only continue to exist as a viable economic unit (and therefore as a nation) through a healthy export trade. The components of this trade have always been three main commodities: agricultural products, mainly wheat (one fifth of the total); forest products, mainly wood and woodpulp (almost one third of the total); and metals and minerals (exactly one third). These three categories of goods together account for four fifths of our total cash sales abroad.

Now all these commodities have always been produced by relatively few workers. But with the increasing efficiency and size of combine harvesters, with the ingenious new underground cutting and conveying tools in the mines, and especially with the increasing use of mechanical saws and machine haulers in the bush, this small number has been further whittled down.

At the same time, the expense of these tools and the magnitude of the new operations calls for a large outlay of capital to keep even a few men in work, though what these men produce is worth a sizeable chunk of money from overseas markets.

Our export of manufactured goods has traditionally been small in comparison with these staple raw materials. In the last year for which we have figures, for example, the value of manufactured goods sold abroad was less than five hundred million dollars out of a total of over five billion dollars.

To expand this market would not be

easy. We have not the economic freedom of action that the United States, the United Kingdom or West Germany has; we do not have the size of industry which can support the research

### Shakespeare to Gagarin

*(A composite of fourteen of the Sonnets)*

O FROM WHAT power hast thou this powerful might

Seeking that beauteous roof to ruinate?

O blame me not if I no more can write  
When I have seen such interchange of state;

Thy youth's proud livery, so gaz'd on now,  
Deserves the travail of a worthier pen;  
In winged speed no motion shall I know,  
Exceeded by the height of happier men.  
For thou art now the world's fresh ornament

Beyond all date, even to eternity;

And thou in this shalt find thy monument  
So long as men can breathe, or eyes can see,

And under thee their poesy disperse  
For every vulgar paper to rehearse. vic

and design facilities which are essential in bringing new goods on to the world market; and we do not have the favorable wage structure which parts of Europe and Japan have.

Yet these two main aspects of trade are the ones which both the Conservatives and the Liberals are hammering away at. The Liberals want cheaper money and easier trade, hoping that increases in the major export market would of themselves provide the answer to our present stubborn and serious unemployment problem.

But would it? Cheaper money is available in the United States yet their economy seems to be as stagnant and their unemployment problem almost as severe. Whether in manufactured goods or in semi-processed raw materials, the stimulation of trade and the increase of mere volume will not in itself bring any significant increase in the number of jobs.

For example, steel production is now

well under what could be produced in either the United States or here with the same number of workers. The woods industry and the mining industry, even the automotive industry, could each increase its production by very large amounts without hiring a single extra worker. Thus it seems that the Liberals are talking more of giving the economy a general fillip, rather than of actually decreasing the number of the unemployed.

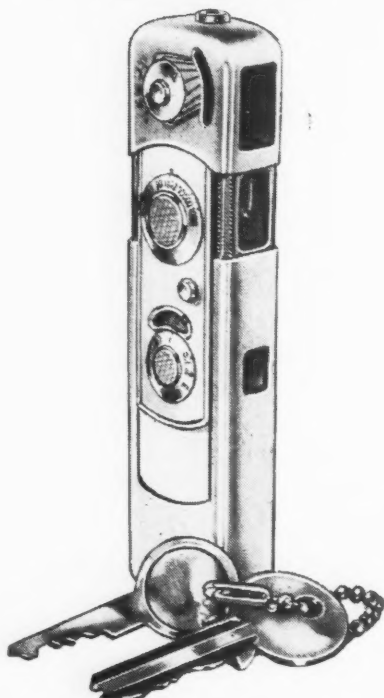
The Conservatives, aware of this to some extent, want to build more houses. The construction trades are labor-intensive and offer jobs to people with minimal skill. It is also understood that new houses demand new stoves, refrigerators, carpets, furniture and so on. There thus would be a rise in domestic demand which would bring the unemployed back on to the production line.

But would it? The number of houses on the market which no one will buy, the draggy state of even the industrial leasehold business and above all the number of empty offices and apartments in downtown Montreal, Toronto or Vancouver would seem to indicate that the construction industry has already overbuilt and that the need is not for buildings but for people with jobs who can afford to get into mortgage and consumer debt with a reasonable expectation of one day clearing it.

In other words, neither the domestic stimulus prescribed by the Conservatives nor the external easing of the Liberals will make any real dent in the relief rolls.

The CCF and the Socreds are both concerned with getting more money into circulation: the CCF by employing more men on the same job for the same wages and the Socreds by easing the tax burden so that there will be more money for individuals to spend.

Each in its own way seems curiously anachronistic. And indeed so do the Liberals and Conservatives. All the parties, in fact seem to be so mesmerised by the changes in industry that they cannot see that equally radical changes are called for in political thinking.



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For the fundamental fact is that our whole pattern of employment is changing. And the increase of volume in any one sector will have no immediately translatable effect on unemployment. We are suffering from people who have lost their jobs permanently, not temporarily; people whose job is now done by a machine. Many of the unemployed have disappeared from factories as finally as men with picks and shovels have disappeared from such projects as the St. Lawrence Seaway or the Toronto subway.

What, then, can we do? The answer is not simple, nor is it easy. But we have to retrain these people to do more skilled jobs than they were trained to do when they first went into the factories or into the bush. The present relocation and rehabilitation schemes must be tremendously enlarged to cope with those who have been at work for maybe twenty years or more at their old job and still have twenty years of productive life ahead of them (but only if they acquire a new skill).

The people who are just beginning to come on to the labor market have to be coped with too. We shall never get unemployment down to any reasonable level unless we improve our basic standards of education and train even the moderate intelligence to do more than pull a lever or push a wheelbarrow.

The majority of our present unskilled labor force *must*, over the next five years, become skilled enough to do such things as service autos, repair TV sets, run complicated machines and generally apply their limited intelligence to things which need to be done in the modern world.

The rest, of somewhat higher intellectual capacity, must be trained to take over that vast number of jobs which need to be created in some fields and are crying out for takers in others. We need nearly twice as many nurses as we now have. A training program for these must be instituted and the nurse's job split so that nurse's aides can free the more skilled nurse to help with intensive care of both the physically and mentally ill.

We need trained social workers; we need sympathetic drug and alcohol specialists. We need more people to look after the anti-social elements now merely confined in prisons and being turned there into tough and self-reliant criminals.

Above all we need teachers. Page after page of ads for teachers in one-room schools and plush city collegiates have been in all the major newspapers since before Easter. We need clergymen.

The party which sees this simple and

yet terrifyingly complex fact and will determine to move Heaven and the Canadian shield to get all the provinces to submerge their present constitutional conceit about education and get on with training the nation will be in a powerful position to attract the voter. Too much time has been spent arguing about tax cuts or tax incentives; too much hair-splitting has gone on about who pays for what as between the federal and provincial governments; too much effort has gone into pretending that ten separate provinces can provide education and jobs for a modern integrated industrial nation.

The party which will call a Dominion Provincial conference to help launch a plan of education which will make our present and future unemployed employable and provide them with ample choice of jobs will make the present babble from the four federal parties seem the irrelevant chatter that it mostly is.

We must see a new age with new eyes. We cannot go on providing pick and shovel projects in an era of automation. We cannot go on providing capital for machines as a panacea for reducing the unemployed whose jobs are taken by those very same machines.

Let us therefore stimulate trade abroad as the Liberals suggest; let us build houses as the Conservatives suggest; let us get on with providing the "social capital" of roads, schools and so on.

But let us then use the buoyancy of the economy thus arrived at for a massive drive on education which *alone* can make the unemployed employable and therefore assure our future as a vital, independent, prosperous, self-sufficient nation.

## Comparisons Are Odious

"GOVERNMENT AND OPPOSITION quarrel systematically on every issue, even when one cannot see where the alternative solution would be. But public opinion is not fooled. It feels vaguely but strongly that the debate is artificially dramatized. People shrug their shoulders and pass by."

This is the situation which arises, say the critics of Canadian politics, because there are no real divisions between our Left and Right as there are in Europe.

All this goes to show, however, how dangerous it is to make such trans-Atlantic comparisons. Because the quotation above was not made with reference to Canada. It is, in the view of Henri Brugmans, Rector of the College of Europe, an accurate summing up of the current situation in Germany, where he made the statement just recently.



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# CANADIAN ANNUAL REVIEW for 1960



EDITED BY

*John T. Saywell*  
PH.D.

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## Canada Preserves Its Veteran Locomotives

by Harry McDougall

AT THE END OF WORLD WAR I, Canada's public parks, like those of most other countries, sprouted howitzers, field guns and various other accoutrements of war as visible evidence of the victory that had just been won. However, World War II and the atom bomb removed forever the pseudoglamour of war and mercifully we do not nowadays have to eat our picnic lunches in the shadow of Sherman tanks. Our parks are becoming instead the shrines of more pleasant reminders of the past — steam locomotives. In many Canadian cities and towns, examples of these giants of the steam era are now being placed on public display.

In truth, there could be no more fitting symbol to remind the younger generation of Canada's heroic past—for it was the steam locomotive which changed Canada from a primeval wilderness to a thriving and self-reliant association of communities spread across thousands of miles of forest, mountain and prairie. Without the twin ribbons of steel tying each of these communities to others, modern Canada as we know it today would simply not exist.

The steam locomotive, in its time, was the supreme example of man's

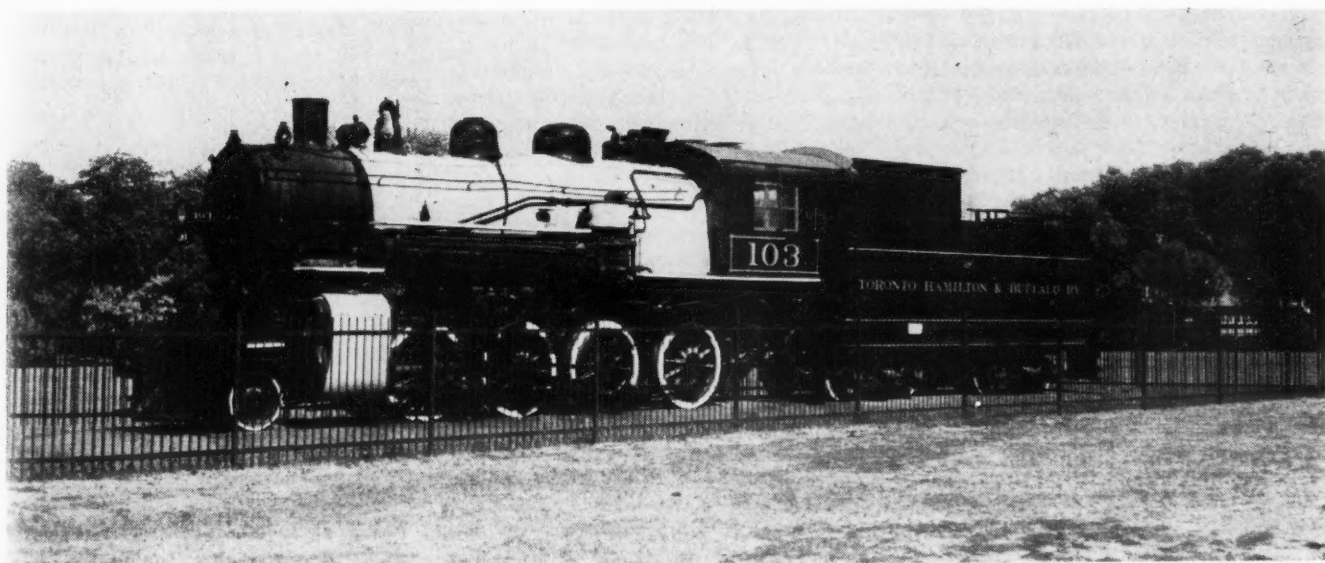
mechanical genius. Moreover, steam power, as a prime method of propulsion, had a phenomenally long reign. From the early teakettles to the last of the monsters built in the 1940's, the steam locomotive was constantly refined but continued to operate on exactly the same principles as its predecessors. It is interesting to compare this longevity with the conventional piston-powered airplane which gave way to jets in less than half a century — jets which will probably be superseded by some form of rocket propulsion within an even shorter period.

Although steam power had such a long life — over a hundred years — its eventual demise was relatively sudden. Within little more than two decades, the reek and mutter of Rudolph Diesel's brainchild had spread from coast to coast and the days of steam were numbered. The end came so suddenly that it was not until hundreds of the steam-powered giants had gone to the scrap yards that it was suddenly realized that unless some effort was made to preserve representative examples for posterity, the steam locomotive would quickly become as extinct as the carrier pigeon.

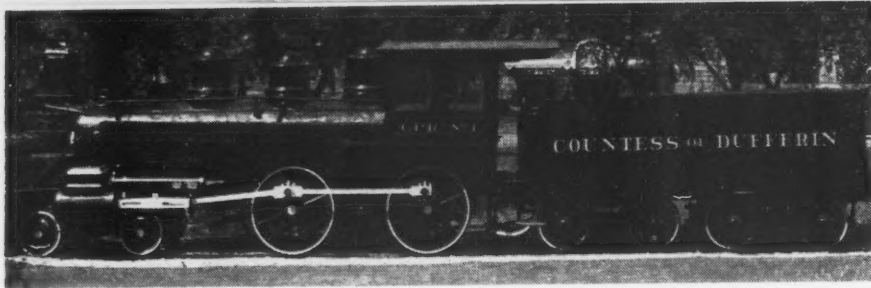
Unlike early aircraft, a locomotive is not difficult to preserve and, unlike an

antique automobile, it is not necessary to provide indoor storage for it. Give a locomotive an occasional coat of paint and there is no reason why it should not stand exposed to the elements and still outlast the Sphinx. It is to the great credit of the railways that they are making every effort, not only to preserve some of these old-timers themselves, but also to assist any community, or even individual, who wishes to divert on from the track-to-scrap yard trail and preserve it for the enjoyment and education of our descendants.

You can see steam locomotives already enshrined in many places right across Canada. One of the finest examples is now preserved in the grounds of the Canadian National Exhibition at Toronto. This particular locomotive, No. 6213, is one of the famous Northern types which were designed by the CNR's own staff in conjunction with its builders, the Montreal Locomotive Works, and achieved considerable distinction in the railroading world. She was built in 1942 as a dual-purpose locomotive, capable of hauling both passenger and freight trains with equal efficiency. After travelling more than 1,200,000 miles in the eighteen years she was in service, No. 6213 was retired and stands today as a reminder of



*A steam locomotive, fitting symbol of Canada's heroic past, is on permanent display in Hamilton's Gage Park.*



*CPR No. 1 is enshrined in Winnipeg; No. 593 in Cornerbrook, Nfld.*

an age now gone for all time.

Some smaller locomotives are light enough to be transported by road, but No. 6213 completed her journey still on rails. Having been brought to the nearest point to the Exhibition grounds, she travelled the rest of the way to her final destination on temporary track which was laid down in short lengths in front of her. She was drawn along the track by a giant earth mover, the section of temporary track then being taken up behind her and laid in front.

In this fashion, the mammoth locomotive made her way by easy stages past the grandstand and down the midway. At the formal presentation, Mayor Phillips of Toronto received the locomotive on behalf of the city from W. C. Bowra, General Manager of the CNR's Central Region, while the Hon. George Hees, then Minister of Transport, looked on as an interested spectator.

The golden age of steam is generally considered to have been around the turn of the century, when the railways had reached a peak of efficiency and were still not seriously affected by competition from automobiles and trucks. It is this "classic" period which produced many of the locomotives now saved from destruction by public spirited municipalities and other organizations.

Since it was the steam engine which took the great mass of settlers to Manitoba, Saskatchewan and Alberta in the early years of the century, it is fitting that Saskatoon should preserve, in its Western Development Museum, a CNR locomotive that served passenger and freight service across the Prairies for several decades. The Saskatoon locomotive, which was built in 1913 for the Canadian Northern Railway before its amalgamation with the CNR, served for 45 years before entering honorable retirement.

CNR No. 1531, built in 1910, is of the same era and is now preserved,

through the joint efforts of the City of Barrie and the Barrie Kinsmen-Conservation Club, in the Barrie Kinsmen-Conservation Park. The records of the Montreal Locomotive Works of the CNR show that she cost \$18,840 to assemble, back in 1910. Having travelled 2,350,000 miles during her working life, it is evident No. 1531 provided a good return on the investment!

It was only during the latter days of steam that the real giants appeared. Looking at them now, one cannot help but wonder at the ingenuity of the engineers who designed locomotives capable of hauling trains weighing many hundreds of tons at speeds of over sixty miles an hour along steel rails less than five feet apart.

In the very early days, although perhaps just as ingenious in their use of the relatively crude materials and manufacturing techniques then available, designers had to be content with smaller, less powerful, but often surprisingly fast locomotives. The earlier types, partly perhaps because of their relative scarcity, are now more sought after than latter-day locomotives.

One of the best known surviving examples of early steam power in Canada is CPR No. 1, the *Countess of Dufferin*, which is enshrined in Winnipeg and looks what it is, a relic from the relatively distant past. A wood-burner, with a smoke-stack designed to catch stray sparks, it was in its day a marvel of then-modern scientific endeavor.

Newfoundland preserves one of her locomotives in the Lady Bowater Park at Cornerbrook. A particularly fine example of an older type, it was donated by the local Rotary Club.

Several interesting locomotives are owned by private individuals. CNR No. 91, a Mogul, is owned by Charles Mathews of Langstaff, Ontario, and CPR No. 1057 was recently purchased by a private Toronto citizen. This particular locomotive had been brought to

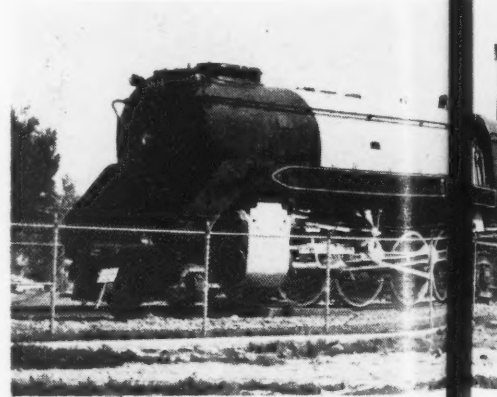
Toronto in 1960 to help haul a "special" — a trainload of railroading enthusiasts on a nostalgic jaunt from Toronto to Orangeville.

Railroading enthusiasts seem to have no difficulty in collecting the money to charter such trains. With two or three steam locomotives hauling the coaches, as many as 600 railroad enthusiasts go along purely for the ride. At each station where they stop, the train disgorges a load of camera fans, then backs up for a mile or so, and makes a new approach to give amateur movie-makers an opportunity to film it in action.

Expeditions of this kind are viewed with mixed feelings by railway executives. Although they welcome the publicity, the difficulties involved in organizing such trips increase every year. As the last of the old water tanks and coaling sheds are dismantled, a trip can only be operated by arranging for trucks to rendezvous with the train at pre-selected points, and the whole operation, unless very carefully scheduled, can upset the normal operations of the line.

Nevertheless, requests to operate such trips seem to be on the increase, so for still a few more years steam trains may be seen occasionally passing through the Canadian countryside. To watch a steam locomotive in action, particularly at close quarters, is a singularly evocative experience — and it is a joy to behold the saucer-eyed children gazing in wonder, fascinated, but just a little apprehensive at all the noise and steam and smoke.

The partly completed Chrysler's Farm Battle Memorial Park at Morrisburg, on the St. Lawrence Seaway, now owns a Mogul locomotive, which stands on a short isolated section of the original Grand Trunk main line. In addition to the locomotive, which bears its original Grand Trunk Railway number, 1008, an old wooden coach has been added. They stand at the former Aultsville station, a typical early frame structure, which was moved bodily to the new



*Locomotives can be acquired for as little as \$3,000 and as much as \$100,000.*



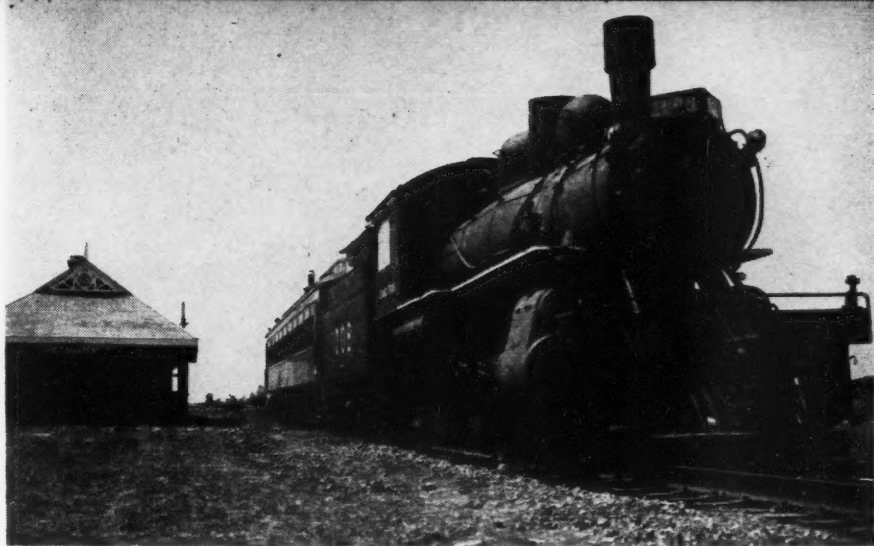
location. These three — station, locomotive and coach — are intended as a nucleus for what may ultimately become a museum of railroading, operated as an adjunct to the Memorial Park.

Palmerston and London, Ont., rescued a pair of "twins" of a type which in former days pulled the *Warton Flyer* between Warton and Owen Sound and are well remembered in that part of Ontario. The Palmerston engine began her career as No. 81 on the Grand Trunk Railway. Originally built in 1910, it is also a Mogul, and is remembered with affection by a Palmerston engineer, Art Graham, from the days when it operated between Windsor and Fort Erie.

"The firemen used to call it the 'Round the Horn' run" he recalls. "It was about 230 miles between Windsor and Fort Erie and with ten or twelve passenger cars that was a long haul in those days". He remembers it as a "comfortable" engine to work. After 1926, when heavier steam power became available, No. 81 was transferred to branch line service. When retired from service it was installed in the town park in Palmerston and its twin in the town park in London.

Railroading is often a family tradition. Many a retired locomotive engineer gets an attack of nostalgia when gazing at the faded giants of the age of steam now on display, and the adoption of a publicly-owned locomotive by local ex-railroaders is not unknown. Walter Nye, a retired Palmerston CNR employee, unofficially adopted No. 81 when he saw rust beginning to appear. Armed with a scraper and a can of paint, he set to work.

The railroad encouraged him by supplying more paint and he carried on the work of renovation and preservation — a fitting way of spending a well-earned retirement. With the aid of a sympathetic friend who owned a set of welding equipment, the cover on the water tank and the boiler fire doors were sealed up, removing possible



*Train and station are preserved in Chrysler's Farm Park at Morrisburg, Ont.*

hazards to children who often clamber into the cab and over the tender.

Although there are now numerous single examples of locomotives being preserved for posterity, there are only two sizable collections of railroadiana in Canada. One is a private collection — that of the Canadian Railroad Historical Association at the CNR's Turcot Yards. To date, nearly twenty pieces of equipment have been collected, including steam and electric locomotives, railway coaches and streetcars.

Locomotive No. 1165, which was presented to the Association by the CNR, is a choice museum item because it is a ten-wheeler which has distinct historical links with the era of railroad construction in Canada shortly after the turn of the century. It was one of the most versatile of locomotives and was first used on construction duties when the National Transcontinental Railway was being built between Moncton and Quebec. In the late 1950's it saw its final years of service, hauling both passenger and freight trains between the Stellarton and New Glasgow areas of Nova Scotia before finally falling victim, as did all its sister engines, to the onslaught of the diesels.

Canadian National Railways operate a museum train, but it leaves Montreal only at infrequent intervals. It features three vintage locomotives and six cars, the latter fitted up as rolling museums of early Canadiana. The principal locomotive used to haul the museum train is No. 713, a Mogul which was built in 1900 at the Grand Trunk Railway's shops in Montreal. Prior to being adopted for the museum train it was ending its days as a switcher at Montreal's Turcot Yards.

The oldest of the museum locomotives is No. 40 which dates from 1872. She was built in Portland, Maine, for the Grand Trunk Railway and is the sole known survivor of her class. She was the first locomotive built for the Grand Trunk after the railway's track

was converted from broad gauge, five feet six inches, to the standard four foot eight-and-one-half inch gauge.

In an era when it was quite common for passengers to get out and help the crew load logs to feed wood-burning locomotives, No. 40 was built as a coal-burner. Then, rather curiously, the records show that while other locomotives were being converted to coal-burners, No. 40 was converted to a wood-burner. With tender, she weighs 38 tons — rather a contrast to the last of the mainline steam locomotives now preserved which weighs more than 300 tons!

The remaining locomotive of the trio which travels with the museum train is a Wallace switcher with a "saddle-tank" boiler — an example dating from 1894. Few records of its early career exist. It was during the time that the museum train was being assembled that it was discovered partially buried in a sand-pit near Belleville where it had lain for many years. It was in sad condition and had to be loaded on a flat-car for the trip to Montreal, but after receiving a complete overhaul was able to go into service with the museum train.

The cars in the train are as interesting as the locomotives. One is a day coach built in 1859, just 23 years after Canada's first railway opened. Several of the cars are used to display old tickets, time-tables, posters, lanterns, menus, photographs, sections of rail, telegraph equipment and other relics that recall the exciting days when the railways were first pushing across the continent to link the Atlantic with the Pacific.

It is perhaps ironic that one of the prime exhibits now on display is the diesel engine which powered the railcar that broke all records on a transcontinental trip in 1925. Also preserved is the bell which the diesel carried — the bell which, in effect, rang the death-knell of the steam locomotive in Canada.



*Individuals. The purchase price of No. 5934.*

One of the more interesting mementoes still preserved in the museum train is a "Bible Rack", salvaged from an old coach which was in service with the Central Vermont Railway, a subsidiary of the CNR. Back in 1840, the Vermont state legislature passed a law stating that "No person shall travel on the Sabbath, unless from necessity or charity, and every person so offending shall pay a fine not exceeding \$2.00."

It was not until 1888 that the Public Service Commission was authorized to permit "the running of trains on Sunday, as, in the opinion of the Board, the public necessity and convenience may require, having regard to the due observance of the day". The phrase "due observance" included Bible read-



Modern diesel: Lacking in character?

ings as a matter of course.

Are there many steam locomotives still available? According to the CPR and CNR officials I have spoken to, there are still a few — but their numbers are rapidly diminishing. How can you get one? As a private individual, you can buy one outright, cash and carry, for its scrap value, which varies according to the size and weight of the particular locomotive.

The older, lighter and therefore cheaper examples are in the greatest demand. Prices are a matter for individual negotiation but vary between \$3,000 and \$10,000. Recent purchasers are reluctant to say what they paid, and the railways are equally reluctant to divulge this information. When the

## What the Railways of Tomorrow Will Look Like

WILL THE RAILWAYS in general go the way of the steam locomotive? This question is implicit throughout Volume I of the report of the MacPherson Royal Commission on Transportation, just issued. The answer: we need not build a museum to house the entire memory of Canada's rail transport system, but certain current practices are, according to the Commission, long overdue for retirement.

In the nineteenth century the railways enjoyed a natural monopoly in Canada. In addition, Parliament required the railways to push lines and other services into areas which, even then, were not always economical. Now, the situation has changed radically. The railways face increasing competition from other forms of land, sea and air transportation — the latest being air freight and pipelines.

As a result, the railways now ask permission to drop uneconomical lines and services. Where Parliament refuses to allow this, the railways ask that they be compensated. The MacPherson Commission has conceded the justice of the railways' request but cautions that changes must be made slowly so as not to unduly disrupt present users:

"Because of the close economic ties of certain industries to the rails, an abruptly implemented program of rail line abandonment will cause dislocations which would not be in the interests of the community as a whole. . . In the interests of change with a minimum of dislocation, the continuation of rail services on uneconomic branch lines should be supported over a period of time sufficient to enable the adjustments to be made."

This argument (which happens to relate to branch lines) is equally applicable to the other topics which the Commission dealt with: specific uneconomic passenger runs; statutory rates on export grain traffic; and statutory free transportation for Members of Parliament and others. The essence of the Commission's recommendations is that where Parliament requires the railway to provide unprofitable services for reasons of public policy — then Parliament should pay up.

What that really means is that the taxpayer should pay up. And since most taxpayers are urbanites, this means the town will — for some time — continue to subsidize branch lines in the countryside as well as rates for grain transportation which do not cover costs. Parliament feels this is justified — prosperity should be shared by all; it is impossible to divorce the welfare of rural Canada from that of the country as a whole.

What kind of railway system will we see in the future? The Royal Commission does not spell this out in its first report — though it may do so in future studies. A fairly clear picture can be drawn, however, on the basis of the Commission's observations.

- There will be fewer lines and these will run great distances carrying certain types of freight which can not be so economically handled by air, ship, truck or pipeline. An example would be heavy machinery moved from Toronto to Edmonton.

- Passenger service will be designed to compete with the automobile. In general, runs will be for distances which are tiring to drive — Mon-

treau to Ottawa — but which are not worth flying. Certain other specific short-distance lines are also possible: for example, a shuttle between Dorval Airport and downtown Montreal.

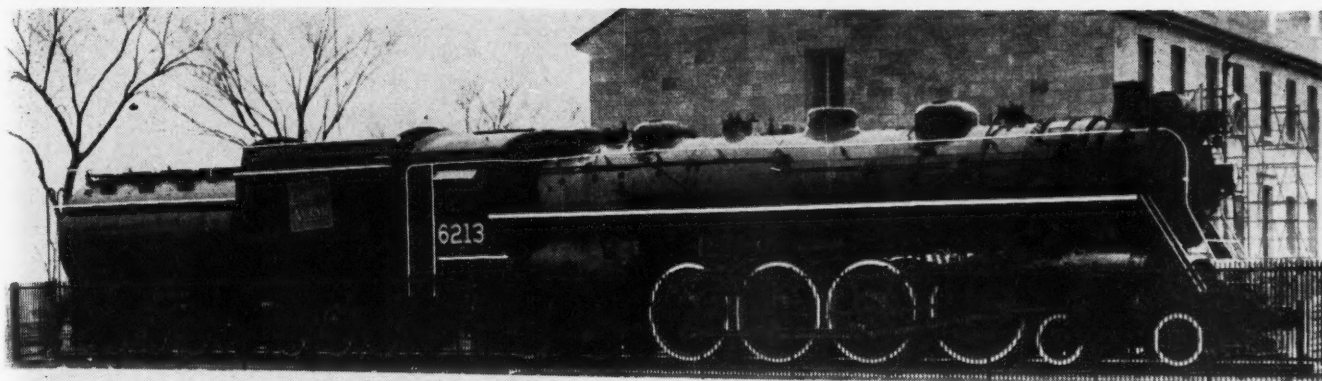
- There is a distinct possibility that these rail services will be part of a more integrated transportation system covering the whole of Canada. Dr. O. M. Solandt of the CNR acknowledged the economic desirability of this in a CBC broadcast on April 16 1961.

- Naturally, these changes will result in a smaller railway system and a smaller working force. The CNR and CPR have both reacted favorably to the Commission's recommendations. But here's what Hazen Argue, National Leader of the CCF had to say:

"I regret that the MacPherson Report on Transportation has nothing to say about the fate of the thousands of employees who will be affected by its recommendations. At a period of high unemployment many hundreds of sleeping car porters, dining car employees, ticket clerks and maintenance of way employees will be out on the street. A significant part of the \$81,000,000 subsidy should be earmarked for severance pay and re-training grants.

The report has vindicated the CCF-New Party contention that all forms of transportation — rail, road, water air and pipeline — should be integrated to provide efficient operation. If necessary this should be under public ownership. The report is the strongest argument yet put forward for the public ownership of the railways."





*Golden age of steam is typified by fine example of 6200 series locomotive in Toronto's CNE grounds.*

last of them are sold, the probability is that their cost will rise; they would seem to be a good investment.

Where cost is a prohibitive factor, some community organizations have built up collections of locomotive accessories. The railways receive numerous requests for discarded relics of the steam era, the most popular of which is undoubtedly the locomotive bell. So many requests for these are received that bells are distributed on a priority basis.

Ranging in weight from 250 pounds to 300 pounds, they are presented to churches, railway historical societies and fire halls. Bells have been donated by the CNR to churches as far south as Massachusetts through their subsidiary the Central Vermont Railway. Other bells are seeing service from British Columbia to Nova Scotia and one is ringing loud and clear at Lord Tweedsmuir's country home in England.

Although the railways are happy to dispose of old steam locomotives to private individuals rather than condemn them to the scrap yards, they naturally prefer to sell them to responsible public bodies to be placed on display for the benefit of the general public. They are so keen to do this that financial considerations become secondary. If your community lacks such a memento of Canada's past and you are a member of an organization which can provide the necessary facilities, it is quite possible that the railways could be persuaded to provide one at a reasonable charge.

However, the organization accepting the locomotive must be prepared to assume full responsibility for it — a responsibility which is not to be accepted lightly. The CNR requires that the municipality guarantee a suitable site for the engine, provide a substantial base, maintain the equipment and pay the cost of transporting the locomotive from the site where it is stored. They

estimate these costs, in an average case, to be about \$3,000 to \$4,000.

It is particularly important to erect a surrounding rail fence, or the locomotive, like an unfenced swimming pool, may come within the legal definition of "an attractive nuisance". One locomotive installed in Buffalo's La Salle Park was found to be a potential source of injury to children playing in the park. The New York Central has turned down requests for locomotives giving this as the reason.

Although there are many individual locomotives on display, Canada still lacks a true operating steam railway. There are several of these in the U.S., particularly an extensive narrow-gauge line at Edaville, Mass., and a real old-timer, which operates over several miles of track, complete with trestle bridge, at Blowing Rock, North Carolina.

These railways, using old-time equipment, are visited every year by people who sometimes travel hundreds of miles to take a ride once more behind a

steam locomotive. A trip on the North Carolina railway, replete with attacks by Indians and a holdup by a "bad-man" who robs the train of its gold, is a thrilling experience for children and is thoroughly entertaining to adults.

It seems a pity that nowhere in Canada, a nation whose very foundation rests on the railways, is this experience possible. There is still time for some public-spirited body, or perhaps some altruistic millionaire, to set up such an operation. But the opportunity will soon be gone.

One of my own most vivid memories of childhood is of being hauled up into the cab of a steam locomotive by my locomotive-engineer father, to go racketing through the night at the head of a fast passenger train. It was an experience made all the more exciting because it was so much against the rules; I remember the furtive manner in which I had to keep my rendezvous with him as he slowed the train down to pick me up. An excited ten-year-old, with one hand on the throttle, smoke in my nostrils, soot in my eyes, with my father giving me physical as well as moral support, I remember clinging tight and trying to stay on my feet at the magic speed of a mile-a-minute.

It was an experience that all youngsters of those days longed for, but few achieved. It was also an experience that is denied to all children of this and future generations, for the opportunity has gone for ever, and even the most ambitious of museum railroads are but a shadow of the real thing as it existed in the first part of the twentieth century.

The diesel — clean, relatively quiet, almost hygienic — is a much more efficient prime mover, but it is almost entirely lacking in the one thing that above all others distinguished the steam locomotive from its streamlined successors. It lacks "character", that individual and recognizable personality that every steam locomotive possessed to a marked degree.



*A personality of their own.*



Gomulka looks on as Polish, East German Communist leaders sign 1957 pact. Poland's aim is bare survival.

### Poland Faces East:

## The Soviet's Strangest Satellite

by John Gellner

WHEN THE ABBE SIEYES was asked what he had done in the years of the French Revolution, he answered curtly: "I survived". The Poles could also say that to have survived was the crowning achievement of the thousand years of their recorded history (the Polish millennium was celebrated with much pomp last year).

They inhabit the hottest of Europe's hot spots, where the eastward pressure applied by the Germans always met the westward pressure of the Asiatic tribes and, in more modern times, of the

Russians. Somehow, the Poles have been able to ward off the Germans for a thousand years, the Russians for three hundred, without perishing as a result of such Herculean efforts. The feat is the more remarkable in that both Germans and Russians have been savagely determined to dominate Poland, when they were not bent on destroying it altogether.

Bismarck's attitude was characteristic: "I am full of sympathy for the Poles", he once said, "but if we are to exist we can do nothing except root them out; the wolf cannot help having been created by God as he is, but we shoot him all the same when we can". Half a century later, General Hans von Seeckt (the creator of the Reichswehr) found "Poland's existence . . . unbearable".

The Polish policy of Russia has not been much different from the German. David J. Dallin defined it in *The New Soviet Empire* thus: "Any Russian government which intends to operate in the West must control Poland. Stalin's strength in Europe hinges on his dominance over Poland, and he would risk a war rather than restore Polish independence". It would be quite safe to substitute "Khrushchov" for "Stalin" in this quotation.

That Poland for centuries has been the nut between the two arms of the nutcracker, is the most significant fact which one must bear in mind when one tries to understand the present-day political and social orientation of the Poles. The *coup* of October, 1956, and its disappointing aftermath, the foreign and domestic policies of the

Gomulka regime, the seemingly equivocal position of the Catholic Church in Poland, can all be understood only if looked upon from the point of view of a nation that, for its whole history, has had to struggle for no more than bare survival.

It is, of course, beyond the scope of a brief article to try to trace, even in rough outline, the different stages of the Polish fight for national survival. Some mention must, however, be made of the period between the two world wars, because the experience of that time directly led to what is now the basis of Polish policy: to lean on Russia for protection against Germany.

For this is a policy which is not merely imposed by Moscow on the Poles, but is accepted by the latter — grudgingly, because they are, in their overwhelming majority, anti-Communist, but still deliberately. It is this, rather than the much talked-about "different road to Socialism", which makes Poland a very special sort of Soviet satellite.

The significance of the 1918-1939 period in Polish history is that it was one in which the Poles tried to solve their age-old problem by brazening it out, or, in other words, one in which they tried to assure themselves of survival through cocky aggressiveness toward both East and West.

Poland first intervened in the civil wars which followed the establishment of the Soviet regime in Russia. On that occasion it pushed its own frontiers far eastward, and made an ill-considered attempt to establish a truncated Ukrainian



Wladyslaw Gomulka moves in a political environment in which there is hardly any room for manoeuvre.



state. In the process, Poland almost went under: at one point, Marshal Tukhachevsky's Red Army was in the suburbs of Warsaw. But the tide turned, and in 1921 Poland was able to make peace with the USSR on very favorable terms. This score, incidentally, Stalin who never forgave and never forgot, settled 18 years later.

Poland displayed the same aggressiveness towards defeated Germany. The Silesian plebiscites and the Polish Corridor (which divided East Prussia from the rest of Germany) remained running sores which made a rapprochement, very unlikely in any event, utterly unthinkable. Poland's policy towards its national minorities — the latter comprising close to one third of the total population of post-World War I Poland — further exacerbated Russo-Polish and Polish-German relations.

Not that there was much outright violence — Polish behavior toward Ukrainians, Germans, and Jews, while undoubtedly harsh at times, looks almost benevolent in retrospect if compared with the organized genocide practiced by the Nazis in Poland after 1939, and the desultory slaughter in which the Soviets engaged in that period — but Polonization was pushed in very much the same manner as Germanization had been in Prussia.

Not even under a real strongman like Marshal Pilsudski (who ruled Poland from 1926 to 1935) could such a policy of enmity in all directions have succeeded. Under a weak dictator — and Marshal Smigly-Rydz was far from the stature of his predecessor — it became absurd. The height of folly was reached when in the Czechoslovak crisis of 1938 Poland turned against its unfortunate southern neighbor, thus making sure that it would stand utterly alone when its own day of reckoning came, one year later.

To the Poles who fought abroad during the Second World War, and to the educated Poles who were lucky enough to survive the years of occupation, a return to the megalomaniac policies of the period between the two wars must have been unthinkable. The country was literally in ruins. It was occupied by Soviet troops. In Yalta, it had been assigned to the Russian sphere of influence.

This was perhaps unavoidable, although the decision on the part of the Western powers was taken recklessly. Much less inevitable was that, at that same Yalta Conference, all hope for a future Polish-German settlement should have been quashed when, to accommodate Russian territorial demands, and in furtherance of Stalin's clever design for a lasting split between Germany and Poland, the latter country

was moved bodily westward.

This brought the Polish frontier to the Oder-Neisse Line and these very words now act as a political red rag in Germany. It led to the expulsion of the Germans from close to 39,000 square miles between the old Polish frontiers and the Oder-Neisse Line, and this again has generated in Germany a hatred of the Poles equal to Polish hatred of the Germans.

With all basis removed, if such basis ever existed, for a policy of leaning on Germany for protection against Russia, only the other alternative, leaning on Russia for protection against Germany, remained. This was, after 1945, clearly realized by all Poles, whatever their political and ideological orientation. This acceptance of the Russian link as something inescapable also explains Stanislaw Mikolajczyk's much criticized and futile attempt to find a means of co-operation with the wretched Lublin puppet government.

It explains the dogged determination of the Catholic hierarchy to make its own *modus vivendi* with the Communist regime work, even after the latter failed to honor the agreement of 1950, and even after some irritating setbacks following a new and more promising accommodation in 1956. Above all, it explains why the Polish Revolution of October, 1956, was "frozen" in mid-course.

The Poles are simply, as much as ever before, forced to be survival artists. Wladyslaw Gomulka is the past master of them all, for he moves in a political environment in which there is hardly any space for manoeuvre; in which even minor steps must be taken with circumspection, and major ones would almost certainly lead to disaster.

Gomulka is a Marxist, a political realist, and from all indications a good Pole. If this last statement is less categorical than the first two, it is because opinion is divided on whether Gomulka staged his *coup* in October, 1956, because as a patriot he wanted to make Poland into a country fit for Poles to live in, or because he wanted to save Polish Communism which was about to be destroyed by its despicable, kowtowing, brutal, universally hated leaders.

Be that as it may, Gomulka has succeeded in manipulating his revolution: keeping it alive sufficiently to allow him to eliminate those who would wreck it (and this includes also some Stalinist remnants), yet keeping it on so close a rein that the masters of the Kremlin may not feel moved to intervene. In the process, he must restrain all those who are bent on what he has called "romantic intellectual nonsense," people who want a liberal-democratic,

as well as others who want a Communist-utopian, Poland.

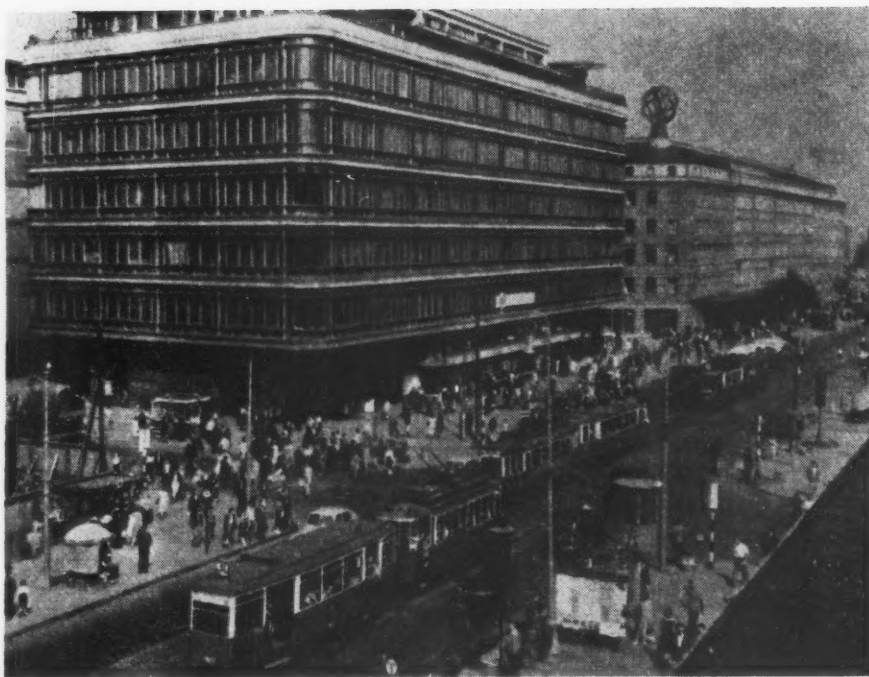
For such restraining, Gomulka does not resort to the violent methods of his former colleagues and immediate predecessors who, devoid of all popular support, had to rely on the gallows and the concentration camps as main props of their rule. Gomulka really has popular support. He knows, however, that it would vanish at once if he returned to some of the policies which were swept away by the revolution of 1956 — forced farm collectivization for instance, open persecution of the Roman Catholic Church, police terror.

The Poland of Gomulka is, as a consequence, an oddity among the Communist countries. There is something resembling a political opposition. True, only one list of candidates is admitted in elections, like the list for parliament (the "Sejm") which was elected on April 16 of this year. On this list, however, are a few critics of the government, like the five deputies of the Catholic "Znak" group. They speak out freely, but the impact of their criticism is cushioned by the device of not publishing verbatim transcripts of the parliamentary debates.

There is a fair degree of freedom of speech, astounding in fact for any dictatorship, but the written word is severely censored and the government holds the whiphand over the papers through its control of the allocation of newsprint. The regime is in favor of farm collectivization, at least in the modified form of voluntary "agricultural circles", but it has stood idly by when existing "kolkhozes" were disbanded wholesale in 1956, and, by and large, it treats the independent farmer fairly.



One of Gomulka's chief opponents is Cardinal Wyszynski. Relationship between church and state astonishes.



Warsaw department store. Poland has benefited from U.S. economic aid.

The most astonishing feature of Polish political life, from the standpoint of Communist doctrine and practice, is the relation between State and Church. It is based on a 1956 agreement between Gomulka and Cardinal Wysinski, and has been kept workable by the good sense and self-discipline of these two very shrewd men. There is, of course, no love lost between them: to the Cardinal the atheist Gomulka is abhorrent, and so is the Cardinal to Gomulka.

But the latter realizes that in Poland a persecution of the Church would alienate the masses and thus isolate Gomulka from the nation as the Bieruts, Bermans, Mincses and Mazurs had been isolated before him. The Cardinal knows that there is as much individual freedom in Poland today as Moscow is ever likely to tolerate, and this individual freedom includes freedom of religion. Of the many evils which have recently befallen, and may yet befall, the Roman Catholic Church in Poland, Gomulka is clearly one of the least.

At any rate, worshippers are not harassed in Poland. Children can get religious instruction in the schools, if the parents want it, and the State actually pays the priests who do the teaching. The parishes are allowed to hold some land. The State has even rebuilt some churches destroyed during the War, if they were of historical significance. There is a Catholic University in Lublin which is the only free institution of higher learning behind the Iron Curtain.

All is not rosy, of course, in the relations between Church and State in Poland. Gomulka certainly has not

stuck faithfully to an agreement which is so completely at variance with all his beliefs, and is highly embarrassing to him as leader of the Communist Party at home and as a leading personality in the world Communist movement.

There have been breaches of faith, including some rather serious ones, and the Cardinal has had many occasions to object sharply. Of late, his protests have become more frequent and more bitter, but so far he has continued to prop up by his prestige a regime which is unsavory to him. Purists may recoil from such a bargain — support of a Communist government in return for religious freedom. But to quote from Frank Gibney's excellent *The Frozen Revolution*:

"Each day a church is kept open, another baby is baptized, another marriage is performed before the altar. Each day the religion teacher comes to school, another child goes further on the way to knowing its faith, and how that faith may best be defended. Each day a church paper continues to publish, a voice for morality exerts its force on a de-moralized society". These are great achievements when won in the spiritual wilderness behind the Iron Curtain.

Nobody would deny that even the small measure of independence which Poland now enjoys within the Soviet orbit is extremely precarious. Gomulka may not be able to steer forever the middle course between the Scylla of domestic pressure for more freedom and the Charybdis of Soviet pressure for full re-integration with the rest of the Communist world.

A toughening of Moscow's political course may bring Gomulka's downfall.

He himself is reported to be suffering from tuberculosis, and his successor may not possess Gomulka's mastery of political tightrope walking. Some more flexing of the German muscle, and the resultant intensification of the real or imagined (it does not matter which) threat to the disputed Western borders of Poland, may throw the Poles entirely into Russia's arms.

On the brighter side, there is the fact that the Gomulka regime has weathered the first four years of its existence, particularly difficult politically and economically, and seems to have settled on a level which is tolerable to both the Communist rulers and the non-Communist people.

The echo which the brutal suppression of the Hungarian Revolution has evoked in the world quite obviously has made Moscow eager to avoid another situation in which it would have to resort to arms inside its empire. Finally, the very existence of American military power has caused the Soviets to tread warily outside, but also behind, the Iron Curtain.

That Poland is a very special kind of satellite and that friendly relations with which it would be worth cultivating, has of late been officially recognized by Washington. Thus, in his State of the Union message, President Kennedy singled out Poland as a country suitable for American "projects of peace that will demonstrate our abiding friendship and interest in the Polish people". A good deal of U.S. economic aid has in fact flowed into Poland, and it looks as if more will be offered.

All this will not change by an iota the basic political orientation of Poland and of the Poles — and would not change it much even in the unlikely event that a non-Communist government should come to power in Warsaw. Only the Germans have it in their power to draw the Poles away from Russia, by removing or at least lessening Polish fears of another German eastward push.

This would require an act of statesmanship, such as the recognition of the present German-Polish frontiers, statesmanship which it would be too much to expect in the political climate prevailing in Germany today. A political rapprochement between the West and Poland, on the lines and with the limitations of that between the West and Yugoslavia, is not at all impossible, but it would have to be based on an understanding between Warsaw and Bonn, not between Warsaw and Washington.

Such understanding, unfortunately, is very far off, and in the meantime Poland is bound to remain Russia's least conformist but most useful satellite.





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## Eichmann and the Rule of Law

by J. D. Morton

THERE HAS BEEN a spate of legal objections to the Eichmann trial. These objections miss the point. The objections that Israel has no jurisdiction because it did not exist at the time of the crimes, that the kidnapping of Eichmann taints the trial with illegality, are based upon the premise that law can cope with a situation such as the Nazi massacre of the Jews.

This premise implies that law can deal with anything — that it is all-pervasive and will supply an answer to every human problem. In recent years, the cry has been for something called the Rule of Law by which all people and all societies could be governed in every conceivable crisis of human relations.

In my view, this notion that law can provide an answer to everything is extremely dangerous in that it may lead to a reliance upon what may well prove a completely ineffective instrument. The major events of history are concerned with the breakdown or inadequacy of law.

Magna Carta was not secured by legal means. The Barons of England, dissatisfied with the conduct of King John, did not issue a writ. They armed themselves and marched against the King, extracting promises of constitutional reform at the point of a pike. This was an extra-legal remedy.

Such behavior is, perhaps regrettably, typical of the course of English constitutional history.

Faced with a claim for the Divine Right of Kings, the English people were forced to the extra-legal remedy of civil war. When they had won their civil war against the tyrant, they too, demonstrated an over-dependence on the notion of law (which had failed them) in the "trial" of Charles I for treason, an offence which could only be legally defined in terms of resistance to the King.

Charles lost his head. But when the Stuart Monarchy was restored so did the judges who sentenced him. It was not law which supplied the paradox of judges and accused being "legally" executed — it was the mistaken application of legal notions to a situation which law did not encompass.

Thirty years later, the law's lack of

efficacy under certain political conditions was again manifest. James II, under the guise of Divine Right, was oppressing his people. Once more, resort was necessary to extra-legal remedies. James was deposed under the pretence of abdication and William and Mary were installed as monarchs in his stead.

As the great Professor Maitland wrote "... it was very difficult for any lawyer to argue that there had not been a revolution . . . to make it out a perfectly legal act seems impossible . . . we cannot work it into our constitutional law."

No more can we work the American or Irish Wars of Independence into our constitutional law!

Perhaps Sir John Harington, an English poet who lived between 1561 and 1612, put it best in his famous epigram

*"Treason doth never prosper; what's the reason?"*

*"Why, if it prosper, none dare call it treason."*

Law is a man-made contraption which exists to control the various elements in a settled society — as I have written earlier, it is the skeleton of society. There may, therefore, be unjust law and it is, in my view, of the utmost importance that the citizen realize this and that he does not rely too much on law at the expense of conscience.

Suppose Eichmann to have been tried in Nazi Germany for the murder of a single victim, he would have had the same perfect defence in law as has our own public hangman; he would have replied that he was merely carrying out the law.

Further, it must be pointed out that at the time these atrocities were being committed there was no international society of nations to which an international law might have served as a skeleton. There was no law to stop Eichmann.

What if the Canadian government today announced a policy of systematic annihilation of the Jewish people?

What remedy would law provide? Domestic Canadian law would not help in that it would be a simple matter to take the genocidal law outside the pro-

visions of the Canadian Bill of Rights. Not only would Canadian law not help the potential victims, it would positively prohibit the only step likely to have any effect — to advocate, if necessary, resistance by force.

Section 62 of the Canadian Criminal Code makes it an offence to advocate the use of force to effect a change in Canadian governmental policy and anyone convicted of such conduct could lawfully be sentenced to imprisonment for 14 years.

The Rule of Law is a notion that can only be supported in a functioning democratic society and even then care must be taken not to treat law as a synonym for justice.

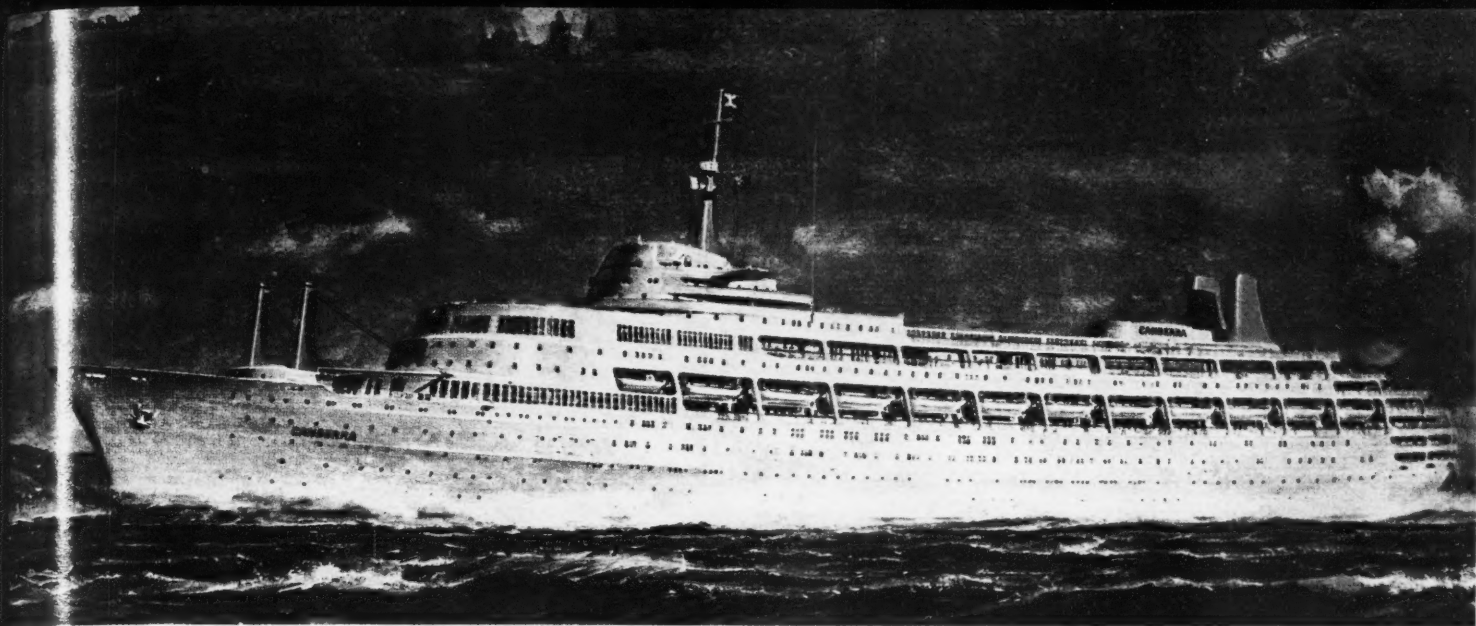
The meting out of justice to Eichmann by way of the machinery of law to my mind will lead to unfortunate over-reliance upon law to prevent a repetition of such conduct in the future.

Another legal observation on the trial must be made; the notion that evidence at the trial will serve as a moral advertisement. With all respect, we lawyers know better — we know the sort of people who throng the courts when a rape or murder case is to be tried.

Those anxious spectators, queuing in the cold, are not there to be informed of the awfulness of rape and murder; they are not there to be informed as to the dreadful effects of such conduct; they are there in the main for more sordid purposes — the cheap thrill — the secret titillation — the vicarious experience.

Legal experience of this widespread sado-masochistic trait in human personality (so widespread as scarcely to be described as a perversion) is reflected in the power of a judge to clear the court in a case where he fears that the detailed evidence will merely provide an emotional orgy for the spectators.

Indeed, such experience is also reflected in s.151 of the Criminal Code which prohibits publication of the more sordid details of judicial proceedings ("that are calculated to injure public morals"). Instead of allowing the public to dwell on the reasons why marriages go wrong, s151(1)b restricts a



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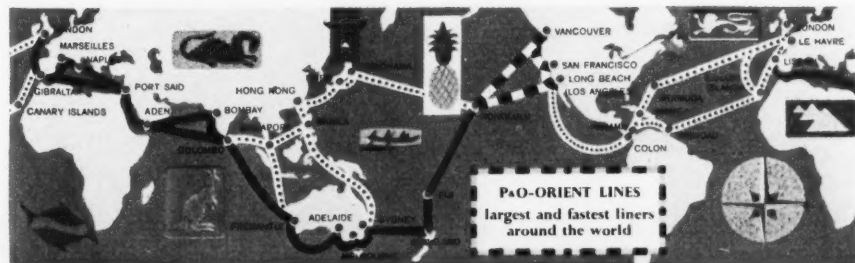
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publisher to a very brief outline of the basic facts of a matrimonial suit.

It should be remembered that Lord Russell's account of the Nuremberg Trials, *The Shadow of the Swastika*, achieved a wide and unintended circulation through the shadier book-stores.

This has been the comment of a lawyer on a particular type of proceeding. It applies with equal force to those other extra-legal proceedings known as the Nuremberg Trials. It has not been concerned with justice or any other moral aspect of those proceedings but has been concerned only with the dangerous side-effects of the application of a justly honored social notion, law, to a situation where, in the absence of a society to clothe it, it can achieve nothing.

It may well be that psychological or moral necessity dictates this public exposition of the offences committed by Eichmann — it is to be hoped that the decision was arrived at after consideration of the other side of the coin.

What is happening in Israel is not the trial of Adolf Eichmann. It is an exposition of the atrocities committed by Adolf Eichmann.

An exposition conducted under the trappings of a trial may have one final unfortunate side effect. A trial to us is a determination of the guilt or innocence of an accused person. No one could seriously suggest that the guilt of Eichmann is in issue. This is not a matter of the informed guess.

Eichmann will be "found guilty" — there is only one "verdict" open to the "court". To call such a process a "trial", may seriously damage public confidence in the impartiality of the courts in a typical trial under what John Austin, the great English legal analyst described as "law properly so called".

Wise or not, the decision to try Eichmann has been taken and the trial is under way. The good citizen will seek to draw such advantage from the proceedings as he may.

What is the lesson? It is *not* that the killing of six million people is worse than the killing of one. It is *not* that the killing of six million Jews is worse than the killing of an equal number of Russians. Nor is it to be found in the ghastly details of the methods of annihilation employed.

No! The "trial of Eichmann" has one true lesson for the citizen — that racial discrimination, a *social* custom, must be fought hard by laws which will nip it in the bud. Otherwise, it can lead to such enormous excesses that the law is powerless then to deal with them. In fine, failure to use law properly in the beginning may lead to a highly improper use of law at the end.

## Butter Mole-Hill: Mountainous Problem

by Marcus Van Steen

ONE HUNDRED AND TWENTY million pounds of butter — enough to spread on the morning toast, school lunches and mashed potatoes of all Canadians for the next six months — was the size of Canada's butter problem on February 1st. At least the 390,000 dairy farmers look on it as a butter problem.

The manufacturers of margarine and the consumers who want to use margarine maintain that Canada has no butter problem. Instead, they say, the problem is the dairy farmers themselves who do not know how to run their own business.

It is an old argument, started more than 60 years ago when margarine first raised its oily head only to be promptly outlawed by the Dominion government — a restriction that was eventually found, in 1949, to be beyond the legal powers of Ottawa.

However it was not beyond the power of the Dominion government to help the dairy farmers by putting a firm floor price under butter. The Department of Agriculture said it would buy and keep in cold storage all the butter offered to it, at 50 cents a pound. Such action would, claimed the Department, save both the producer and the consumer from wide price fluctuations by putting butter in storage during the summer months of surplus production and releasing it during the winter months when production does not keep pace with consumption.

It soon became apparent, however, that the plan was actually working to

increase butter production regardless of consumption, a tendency that was greatly speeded up when the floor price was increased to 64 cents a pound.

Some of the butter now in storage, costing the taxpayer about 30 million dollars a year, will apparently never be sold. The only use found for it in recent months has been to make butter oil.

No one has yet found a use for butter oil, but the Department of Agriculture continues to render some of its oldest butter stocks into oil for the simple reason that it is less bulky and costs less to store than butter. On February 1st there was more than 17,000,000 pounds of useless butter oil stacked in refrigerated warehouses, possibly waiting for the day when someone will finally release it to grease the wheels of farm wagons delivering more butter to be so rendered.

The whole cycle starts from the simple fact that for about six months of the year Canada is not a dairy country at all. During the months from October to March, Canada's dairy herds produce barely enough to meet the consumer demand for fluid milk. By April, when the cows in some areas can be put out to graze in the open fields, milk production increases and for a few months there is a surplus of fluid milk. The extent of this surplus is indicated by some figures showing Canadian milk production during 1960.

In January it totalled 105 million gallons but by April it had increased by about 40 per cent to 147 million

gallons. In June the figure was 234 million gallons. In September production was back to just a little over the April figure, and the decline continued until the low point was reached in December and January. Consumer demand for fluid milk remains fairly steady throughout the year, at about the level of the winter low in production, which means that the summer increase is all surplus.

Canada got into the butter and cheese business because of this summer surplus of milk. Since fluid milk cannot be kept for any length of time it had to be turned into something that could be stored. Cheese was the first choice, but as soon as refrigeration became practicable butter became the favorite choice, because it uses up more milk than cheese does (it takes 21 pounds of milk to make one pound of butter and the by-product is still marketable as buttermilk or fodder) and it is more readily sold than cheese.

This cycle of surplus and near-famine also determines the kind of butter we make in Canada. Since most of our butter is made in the months between May and August, much of it to be consumed many months later, we have had to make a type of butter that would store for long periods without losing taste, color or texture.

Thus was devised our creamery butter which has had practically all the flavor neutralized out of it. It is perfectly good butter, highly nutritious and of a good consistency, but it tastes very bland to any European or New Zealander who has been accustomed to culture butter — butter to which a culture of lactic acid has been added after pasteurization. This gives the butter a richer, creamier flavor, but it does not keep well — a factor which does not have to be considered in countries where the butter is made on a month-to-month basis as it is needed.

Again, the faults of taste and texture which some Canadian consumers have complained about in Canadian butter are not really the fault of the long storage period, but should be blamed on the way the butter is handled after it is taken out of storage.

Butter has to be stored at a temperature of zero Fahrenheit or a few

*Champion buttermaker dispenses samples. Give-away program would help.*





## The Creamery Butter Situation in Canada

Year	Production	Consumption	Storage Stocks January 1st
1954.....	313,230,000 lbs.	293,292,000 lbs.	71,312,000 lbs.
1955.....	318,577,000 lbs.	301,645,000 lbs.	91,151,000 lbs.
1956.....	303,314,000 lbs.	313,606,000 lbs.	100,804,000 lbs.
1957.....	303,371,000 lbs.	321,554,000 lbs.	88,322,000 lbs.
1958.....	335,990,000 lbs.	312,255,000 lbs.	70,109,000 lbs.
1959.....	325,300,000 lbs.	303,033,000 lbs.	93,943,000 lbs.
1960.....	318,605,000 lbs.	286,000,000 lbs.	105,473,000 lbs.

(Source: National Dairy Council of Canada)

degrees colder. When it is taken out of storage it has to be thawed gradually if it is to maintain its quality. Most of the big creameries and retailers are able to do this and the butter they sell is the Canada Grade I which was originally bought for storage.

However, there are some companies which do not have the facilities or are careless in handling, and the butter thaws too rapidly. This usually means it has to be reworked, which restores the appearance of the butter, but destroys its body, causing it to collapse at normal room temperature into a greasy unpleasant mess. During the reworking, too, the butter sometimes picks up unappetizing flavors, or it may emerge with too much water, or with a texture that crumbles when it is spread.

But even though storage in itself does not have an ill effect on butter, the fact that so much butter has to be stored for such a long time has become a problem around which a bitter controversy has grown. The dairy farmers, concerned about this sign of a disruption of their traditional procedures, have secured legislative restrictions on the manufacture and sale of margarine. In two provinces, Quebec and Prince Edward Island, margarine is still banned by law, although Quebec is in the process of legalizing its manufacture and sales.

In all but two provinces (Newfoundland and British Columbia) margarine cannot be sold colored. In New Brunswick the manufacturer cannot even include a color package with the margarine, forcing the customer to ask the retailer to hand over a separate color pack. In all provinces except Newfoundland, margarine carries an 11% excise tax, being the only food product thus taxed. Margarine is also hampered by the fact that provincial regulations regarding packaging, labeling and so on vary from province to province, all of which adds to the costs of production and distribution.

It is difficult for any observer, no

matter how sympathetic he may be to the plight of the butter producers, to appreciate their bitter campaign against margarine. It has not affected the standing of margarine as a well-established food product, and perhaps it was not intended for that purpose as dairy farmers themselves are among the most consistent consumers of margarine in this country.

If the intention was to win public sympathy to their support, it has fallen wide of that objective. Their efforts to protect butter against margarine have been described as "stupid and childish" by consumer groups all across the country. Bitter arguments have been aroused by the provincial bans on colored margarine and by the federal sales tax on margarine, and over the past dozen years the matter has taken up a great deal of the time of the provincial legislatures, the House of Commons and the Senate.

All this has created the impression that the dairy farmers are being pampered and protected at the expense of the general public. Meanwhile the dairy farmers' associations are asking for still heavier restrictions on margarine. At a recent meeting of Brant County dairymen it was seriously suggested that the present 11% excise tax on margarine be doubled or even trebled in order to narrow the price gap between margarine and butter.

When one notices the bitterness of the campaign against margarine it is difficult to understand why some stand is not taken against the other substitutes that are taking the place of milk and butter fat — the whale or vegetable oil that masquerades as "cream" in many pastry shops and restaurants: the vast quantities of "ice cream" that owes little or nothing of its composition to the dairy industry; the bakery products, traditionally made at home with butter, now commercially manufactured using animal fats or vegetable oils.

Actually, the difficulties of the dairy industry would not be removed even if

margarine were wiped out of Canada entirely. The big problem is not one of using margarine instead of butter, but simply that there are more people in Canada today using less butter for a variety of reasons. Thousands of the post-war immigrants are people who traditionally use little or no butter. Instead of bread and butter they eat rolls and cheese. For cooking they use oils.

Then there are all the people who have cut down on butter fats for dietary reasons, or because their tastes have changed. Many people are drinking skimmed milk now instead of whole milk. Even children today are drinking 2% milk, which means milk that contains 2% butter fat instead of 3.4% butter fat contained in whole milk. The demand has dropped for Jersey milk, which contains more than 4% butter fat.

This means there is more butter fat available for the manufacture of butter, which is increasing at a time when consumption is decreasing. In 1960 Canada produced 318,000,000 pounds of butter, which was five million pounds more than in 1954 even though demand had dropped from 293,000,000 pounds in 1954 to 286,000,000 pounds in 1960. The per capita consumption of butter in Canada dropped in 1960 to just over 16 pounds per annum, as compared with 21 pounds in 1954 and 26.6 pounds in 1942.

In any other industry a change in public demand means a change in production, but the dairy industry has been encouraged by the action of governments at all levels to maintain and even increase production of a product for which there is a lessening market at home and no hope, because of high Canadian dairy costs, for a market abroad.

The value of the dairy industry is in its ability to produce milk for use as an essential food product. Traditionally, butter has been merely a convenient by-product to be made only after the demand for fluid milk had been met. However, the Canadian Government, by establishing an artificially high floor price for butter, has encouraged the dairy industry to regard butter as its primary product, and to base all its values on the butter-fat content of milk.

Nutritionally, milk is an essential product but butter is not. It is true that butter is high in food value, but it contains no nutritional ingredient that is not easily available in other common foods. On the other hand, there is no other food that contains such a rich variety of minerals, vitamins and proteins in such an easily available and easily assimilated form as milk.

Nutritionists are unanimous in agreeing that everyone, adults and children,

should drink a certain amount of milk every day. In fact if every Canadian consumed what nutritionists regard as the daily minimum ration, there would be a milk shortage in Canada during the months from November to March. These facts suggest several courses of action which would employ the energies and funds of a number of people much better than the present rather unnecessary battle between butter and margarine.

(1) The support price for butter should be abolished. This would encourage the dairy farmers to change their attitude of grading milk according to the amount of butter fat it contains. Instead of concentrating on cattle that produce a high proportion of butter fat they would rely on breeds that produce milk in quantity, and thus the country would be ensured of adequate milk supplies without incurring the penalty of surplus butter fat.

(2) The Department of Agriculture should agree to buy whole powdered milk during the summer months at a price approximately equal to the present wholesale price of whole milk. This would in effect provide a floor price for milk which would protect the producers against price fluctuations, guaranteeing a stable year-round price.

The milk powder could be disposed of in several ways. During the winter months it could be used to provide a pint of milk to every school child under the age of 14. (A health measure of this kind has been carried on for years in England, Sweden and other countries and has resulted in a marked improvement in the health and stamina of the children).

It could be also distributed to welfare agencies and children's aid societies to make sure that pre-school children got an adequate supply of milk. Moreover, unlike our present stocks of storage

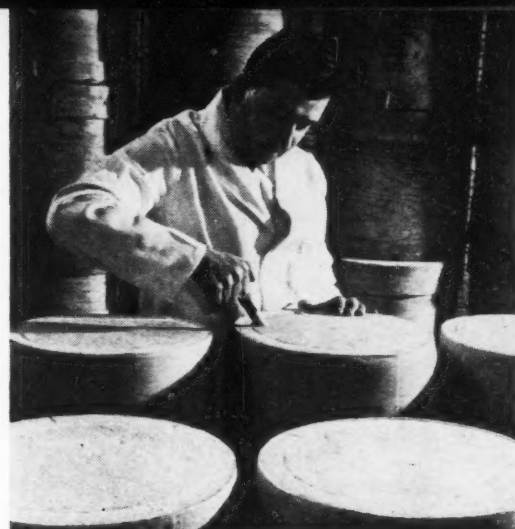
butter, it could readily be shipped overseas, possibly to markets in places such as the West Indies that are chronically short of fluid milk, or as part of our Colombo Plain aid.

(3) The Department of Agriculture should co-operate with the Department of National Health and Welfare and with provincial agencies in mounting a campaign to encourage Canadians to drink more milk. A campaign to "Drink a Pint of Milk a Day" in England has increased per capita consumption of milk there over the past few years.

Certainly the least it could do here would be to prevent a drop in home consumption following the free distribution of milk in schools. Department of Agriculture officials have until now discouraged any plan to distribute milk to schools on the ground that most families would just reduce their home buying of milk and total consumption would not be noticeably increased.

(4) All restrictions should be removed from the manufacture and sale of margarine. The purity and quality of the product would be adequately protected under the Pure Foods Act. As for the other aspects of these restrictions, apart from irritating consumers, they have had the effect of inhibiting the development of a truly Canadian edible oils industry. Perhaps, because of this, it may be necessary to impose a tariff on the importation of soya beans and other oil seeds that can be grown in Canada, in order to encourage farmers to grow them in this country.

The President of the Institute of Edible Oils, Robin Merry, says land is more economically used in growing soya beans to be turned into oil than in grazing cows to produce butter fat, and he may be right. Certainly, soya beans could be a more important crop than it is in many parts of southern Canada, as could rapeseed, sunflower



*Cheese exports need to be increased.*

seed, and some of the other oil seeds used in margarine.

(5) It should be pointed out that it is out of date to regard butter as the only way to store surplus milk. Today, whole powdered milk can be shipped and stored much more easily and cheaply than butter, and it has all the nutritional value of whole milk.

Another product is cheese. Canadian cheddar cheese has earned a high reputation in several countries and export sales could be stimulated. Canadians themselves should be encouraged to eat more of it — another job for the advertising experts of the Department of Agriculture. Certainly in this present period of unemployment and hungry people, the low price of cheese in relation to its high food value should not be overlooked.

The end result of all this may not be any great saving to the Canadian taxpayer, for the \$30,000,000 or so dollars that are now used on maintaining butter stocks would probably be spent in these proposed give-away and advertising programs. But it would be money spent wisely on health and welfare projects and not squandered in fostering an artificial "butter problem."

The freeing of the dairy industry from these unnatural influences would serve as a stimulant to the whole farming economy of the country as it reacted to natural economic laws. And if the result is that we have a shortage of butter at certain times of the year, that is as nature intended that it should be, and it would also be good for the economic health of the country.

New Zealand would be happy to sell us all that we need at a price well below what it could be produced for in Canada, thus enabling New Zealand to buy some of the goods that Canada can produce economically. Besides making millions of Canadian consumers happy, this would also work to the advantage of Canada's industrial workers, exporters, and all the people who handle and profit from an active export-import trade.

## Per Capita Consumption of Butter in Pounds For Ten Representative Nations

	1938	1956	1957	1958	1959
Australia.....	32.6	29.0	28.0	27.8	25.9
Belgium.....	17.9	23.7	22.4	21.8	21.4
Canada.....	31.9	20.5	20.3	19.1	18.1
Denmark.....	18.3	19.6	22.0	29.8	23.5
Irish Republic.....	32.2	41.6	41.7	39.9	40.1
Netherlands.....	12.3	6.4	8.6	10.8	9.0
Norway.....	20.1	7.1	7.9	8.2	8.4
Sweden.....	24.1	19.2	17.6	21.6	22.4
United Kingdom.....	24.1	15.6	17.5	20.2	18.5
United States.....	16.6	8.8	8.5	8.4	8.0

(Sources: Commonwealth Economic Committee, and World Dairy Statistics Digest)



## Are We Subsidizing the Seaway for U.S.?

by Arthur Brydon

THE ST. LAWRENCE SEAWAY is one of the few joint ventures of Canada and the United States in which this country is the senior partner. It could be said, roughly speaking, that Canadians paid two-thirds of the cost, collect 71 per cent of the tolls and, last year, did 60 per cent of the business.

The question which must eventually be answered is whether the basis of the arrangement was a wise one. Did we do the United States more of a favor than we did ourselves when Canadian politicians blasted away heavy U.S. resistance and got the U.S. to agree to build the Seaway?

For almost every advantage that the Seaway has brought to Canada, it has granted a similar and, in some cases, bigger boon to the United States. Some of these favorable results are indirect but many of them were obvious and predictable.

The Seaway is split into two sections: Montreal-to-Lake Ontario and the Welland Canal. The newly-built Montreal-to-Lake Ontario section consists of seven locks, two of which belong to the United States and are operated by that country under the St. Lawrence Seaway Development Corporation. The 30-year-old Welland Canal is an entirely Canadian operation.

Seaway costs break down this way. For the lower section, Montreal-to-Lake Ontario, the total figure was listed by the Joint Tolls Committee as \$442,000,000 with Canada paying \$311,000,000 and the U.S. \$131,000,000.

Welland Canal improvements (some of them major) cost about \$32,000,000, including tie-up walls, which were built after the end of the first season. All of this was Canada's sole responsibility. To complete the project, it is necessary to deepen certain connecting channels farther up the lakes, a job being done by the U.S. at a cost of about \$146,500,000.

Total costs each way: United States pays \$277,500,000 and Canada about \$343,000,000.

Figures issued by the St. Lawrence Seaway Authority for the 1960 operation show that Canadian ports handled by far the greater amount of cargo through the Seaway. Comparing the six

top ports listed on each side of the border, we find the Canadian ones handled 23,039,734 tons of cargo from the Seaway while the six top U.S. harbors handled 13,588,864 tons. This proportionate division holds true for all the ports listed as benefitting.

There is, however, a bitter pill hidden in this piece of cake for Canadian shippers. Although the Seaway meant a cargo increase, it also meant that tolls were clamped on the formerly free facilities of the Welland Canal. Thus costs for lake shippers went up.

Since most Seaway cargo is bulk goods carried in Canadian and U.S. lake ships, it also means that these vessels carry the major cost of the Seaway, a waterway they always claimed they could get along without. This cost fell most heavily on Canadians because many of the U.S. lakers rarely come as far east as the Welland.

In the Montreal-to-Lake Ontario section, total cargo handled in 1950 was 20,310,346 tons. Agricultural products, mainly grain, made up 8,220,453 tons and mining products, mostly iron ore, represented 6,476,475 tons.

The figures for the Welland Canal show that in a total movement of 29,249,689 tons, agricultural products represented 9,711,461 while mining represented 14,035,896 tons.

These figures demonstrate the claim that the Seaway is essentially an ore and grain waterway and show why the problem of overseas markets for grain and the current slow pace of the U.S. steel industry affects the total cargo tonnages so profoundly.

It was, in fact, on the basis of its value for moving good Canadian bulk products in larger, and hence cheaper, units that the Seaway was so strongly supported by the Liberal and Conservative governments both of which, at different times, were involved. The endorsement was entirely justified; but at the same time, there were major benefits to the United States in moving these same products.

Iron ore, for instance, moves on the St. Lawrence - Great Lakes system from Labrador and the Lake Superior area to U.S. steel mills south of Lake Erie and in the Chicago district as well as overseas. This is part of the heavy volume of cargo handled by Canadian

ports.

But most of this ore was mined with U.S. money and the profit from its sale is shared to a large extent with U.S. owners. The Iron Ore Company of Canada in Labrador was formed by a group of U.S. steel makers to ensure an ore supply from a comfortable political climate. It is true that a large block of the stock is held in Canada but the firm is U.S.-controlled.

Although the benefits of this operation to Canada cannot be ignored — it provides jobs, profits and the developments of resources for Canadians — it still sends a lot of money to the U.S.

Grain movement on the lakes is mainly from three areas: the Canadian Lakehead, Duluth and Chicago. The shipments go to Canadian ports for trans-shipment overseas except for the tonnage which moves directly overseas in foreign ships or to domestic users.

The comparative amounts of U.S. and Canadian grain handled in this movement are reflected in the figures given by the Authority for all downbound cargo movement through the Seaway from U.S. to Canadian ports and from Canadian to Canadian ports.

The U.S.-Canadian downbound total last year was 10,194,050 cargo tons compared to 6,364,411 Canadian to Canadian downbound. Part of the smaller figure represented iron ore moving to Hamilton but the larger figure was mostly grain from the U.S. Middle West. This year, heavy orders from Europe may increase the amount of Canadian grain through the Seaway.

In the movement of general cargo — the high-priced commodity — U.S. ports did far better than Canadian. General cargo is mainly manufactured goods but figures issued from Authority headquarters do not separate them from other export-import items like grain, steel and scrap metal. Nevertheless, the figures are revealing.

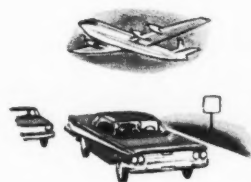
Last year, Canadian Seaway ports handled 819,974 tons of imports and 1,002,344 in exports. U.S. ports had 1,293,091 tons of imports and 4,312,931 of exports. Toronto and Chicago are the two major ports for general merchandise but several other U.S. ports also do good business in general merchandise while Hamilton is the only other Canadian port handling

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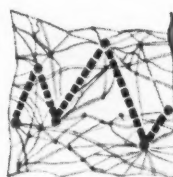
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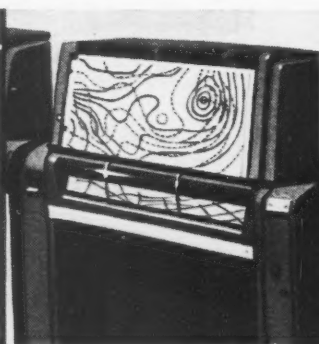
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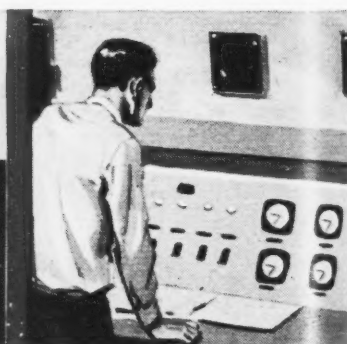
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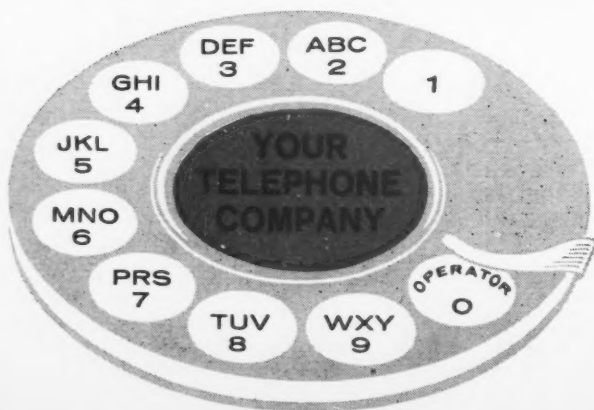
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large amounts.

In a statement which may sound startling to Canadians, Martin W. O'toshagen, administrator, U.S. Seaway Development Corp., said recently that his organization is within \$211,000 of its debt schedule.

Before the Seaway opened, the Joint Tolls Committee set up a schedule of charges geared to pay operating, maintenance and debt charges for the waterway during a period of 50 years. It was designed to clear the Seaway completely of debt by the year 2008.

The schedule included amounts of cargo which must pass through the locks in order to bring enough money to keep the schedule intact. This was all done in the light of the best information available at the time and so far has proved to be hopelessly wrong. Although Canada collects 71 per cent of the tolls on the St. Lawrence section and all on the Welland Canal, her financial picture is bleak compared to the \$211,000 which the United States is behind.

The Seaway Authority's 1960 annual report, tabled late last month in the Commons, showed a net operating profit of \$3,451,699 but a shortfall of \$9,339,498 in meeting debt service payments. Earnings for 1960 rose to \$9,360,642 from \$9,214,475 in 1959, but expenses jumped to \$5,908,943 from \$3,953,220. Total net loss in 1960 was \$9,431,688.

Dr. Pierre Camu, vice-president of the Seaway Authority, takes a more positive view of the picture when he says that in the last two years, the Canadian section has managed to pay back about \$7,500,000 of its debt over and above operating expenses.

What Dr. Camu says points up a fact which is too often missed in dealing with the Seaway i.e. that it was the economists predicting traffic totals who were wrong and the waterway itself has not failed.

Regardless of which country benefits the most, the Seaway is an operating success which has tumbled cargo into ports on both sides of the border at a staggering rate. The achievement is not negated because it was given a set of statistics tailor-made to a bad fit.

The fact remains, however, that Canada is on a much steeper, slicker debt slide than the U.S. where the Seaway is concerned and without many of the compensating advantages.

If the U.S. has been somewhat better served by the Seaway in the past, what of the waterway's future?

The general view of the Seaway so far has been too narrow and too much hampered by the smoke screen of toll structure which made it appear that the waterway was not doing its job.

The Seaway is the portal to the

greatest inland waterway the world has ever known. It stretches from Labrador to Duluth and, by the end of 1962, will extend as far south as New Orleans. Already the ton-miles handled on its waters run into the billions each year.

The Seaway portal provides access to the Great Lakes for about 80 per cent of the world's shipping. It allows vessels with lengths of up to 730 feet and a maximum beam of 75 feet to navigate to the western end of the Welland Canal pulling a 27-foot draft.

The Connecting Channels project now under construction by the U.S. Corps of Engineers will finish in 1964 and will deepen the shallow areas of the Detroit and St. Clair Rivers as well as Lake St. Clair to Seaway size, so that ocean shipping will be able to proceed to the head of the lakes.

All that remains is to open the back door, the link to the Mississippi River System, and the complex will be complete.

For years the big barge chains have come up the Mississippi System into Chicago. But the heartland of the city's industry, the area around dirty, muddy, tiny Lake Calumet has been accessible only by a 60-foot channel barely six feet deep. It can take only one small barge at a time.

Under construction and designed for completion in 1962 is the Calumet-Sag Channel Project, an expansion of this waterway to a width of 225 feet and a depth of nine feet so the big barges can be towed as multi-unit chains into Lake Calumet.

There to greet them is a multi-million dollar system of transit warehouses, railway tracks and truck loading platforms located away from central city traffic but close to industrial customers.

Winding away through the smoke and dirt is the Calumet River, the snake-like link between Lake Calumet and Lake Michigan, six miles away. In 1962, Chicago hopes Lake Calumet will become a major trans-shipment area for goods moving to and from the Great Lakes and the Mississippi valley.

But once again, Canada's benefits appear to be doubtful. The mighty waterway will be of major service to the U.S., linking the Middle West to the ocean in a way which should make cheaper water transportation possible. Canada is part of the system which has its expansion potential all southward. This country already has access to as much of it as she will ever need.

Perhaps in the future, when the big waterway has reached full maturity and the full extent of the benefits are known, it will be said of Canada that she provided the shoulder to shove open the Seaway portal.



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## Ottawa Letter

by Raymond Rodgers

# Africa's New Breed of Tudor Rulers

IN RECENT MONTHS there has been a step-up in the number of "future ex-colonials" visiting Ottawa. The latest was Tom Mboya, 31, secretary-general of the Kenya African National Union, and a potential Prime Minister of his country (or Premier of his hoped-for East African Federation). Highlight of his trip was a forty-minute chat with Mr. Diefenbaker, which he described as "a very exciting experience". Previous to this he had held a press conference [see box].

Invariably visitors like Mboya endeavor to mislead their Canadian hosts. They do so for perfectly valid reasons: Canadians rarely understand the problems of the underdeveloped countries and tend to judge them from the pedestal of our own (largely mythical) parliamentary democracy. Thus, visitors like Mboya — while blunt about racial prejudice — usually convey a mood of sweet reason in any other matter.

Mboya was only partially an exception to the rule. In matters of political philosophy he was honest. When it came to economics, however, he put himself forth as a mild sort of CCFer. In fact, he is far out on the left-wing as he has revealed in his writings for the Fabian Society.

He was able to sweeten the pill because he had already practised this sort of thing in the United States. He visited that country in 1956 and came under attack thereafter as a pink.

In 1958 George M. Houser wrote a letter to the *New York Times Magazine* trying to refute the idea that Mboya "was unduly influenced by left-wing elements." Houser, executive director of the American Committee on Africa, defined Mboya as "basically a product of the democratic upsurge in Africa today, just as is Dr. Nkrumah in Ghana."

In fact, if Mboya ever comes to power, he will — like Nkrumah — rule as a Tudor monarch and push state-socialism (or state-capitalism, there's no difference) just as the Tudors pushed mercantilism. The British know this and one of the reasons why men like Mboya can talk more freely in

Britain is that they know the British remember their own history. Canadians, by contrast, cannot think back more than a hundred years.

We Canadians like to jump on a high horse about parliamentary democracy. Unfortunately, we forget one-party rule in Alberta; we forget that M. Duplessis used to tell the Quebec Speaker how to rule in debate. And we don't even realise that Canada has never really captured the spirit of intimate parliamentary debate. Our Commons debates are all too often set speeches, permeated with parochialism, mostly unrelated one to the other, and stolen from newspaper clippings. Yet we expect the new countries to follow our pattern.

They will, in fact, follow the pattern providing the most appropriate parallels to their own conditions. For the ex-British countries, this happens to be Tudor constitutional absolutism. Nkrumah of Ghana — whose example Mboya can hardly ignore — has already shown an awareness of this. He has chucked out the governmental

machinery provided for him by Elizabeth II and turned instead to the example of Elizabeth I: a "monarch", council, largely rubber-stamp parliament, and lots of executive prerogative.

Ghana could hardly avoid her period of neo-mercantilism and Tudor centralism: eighty per cent illiterate, dependent on cocoa, split over the speed with which tribalism in the South and Moslem feudalism in the North should be eradicated, Ghana cannot afford the luxury of parliamentary pussy-footing. The feudal barons, such as the Asantehene of the Ashanti, have yet to be neutralized. Great development schemes, like the Volta River industrialization plan, come first on the agenda — democracy later.

To meet her challenge, Ghana is ruled by a meritocracy of civil servants lorded over by the supreme arbiter and conciliator — Kwame Nkrumah, President and Fount of Honor. This man has more power than has been held by a British executive since the Tudors. He is, in fact, surrounded by a privy council about the same size and

### Mboya Lays Down His Conditions

*Would the new Ghana constitution be a good model for Kenya? Would Kenya benefit from something like Pakistan's idea of "basic democracies" — village parliaments — rather than two-party government at the national level?*

"We will naturally be interested in the experience of the other African countries—including Ghana. But we are not copying or taking blueprints from any particular country. We want democracy—but it is not necessary to have two-party government in order to have democracy. By democracy we mean the protection of the rights and security of all individuals in our society. So long as the party is democratic, democracy will be assured."

*How "Left" are you? Would you de-*

*scribe yourself as British-style Labor or full socialist?*

"It depends on how you define socialism, of course. Let's say I am socialist inclined. For example, nationalization is not necessary to achieve economic development — though it may be necessary in certain cases. Generally, we have a flexible policy."

*Do you welcome Canadian capital? Can you give guarantees that its rights will be respected after independence?*

"We have an almost unlimited need for capital. However, it is impossible to attract it given the present political instability. That is why the first step must be to secure the release of Jomo Kenyatta, our leader, who was imprisoned before Mau Mau, yet accused of complicity in it."



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Nkrumah combines the role of Head of State and Prime Minister. He appoints the Supreme Court by law and the Speaker of the Assembly in fact. He is Commander-in-Chief in all manner of ways; in theory for some and in fact for others. He may make loans to commercial and agricultural enterprises out of government funds (through not as irrevocably as the Tudors when they handed out benevolences). He may only be removed by a general dissolution or, in the case of illness or madness, by his appointees, the Speaker and Chief Justice.

Yet, given Ghanese (the ugly term "Ghanaian" should surely be scrapped) conditions, his rule is as constitutional as that of his sixteenth century predecessors. There are differences of opinion, Left and Right, within his one-party state and Nkrumah's role is that of final decision. The time may come when two parties arise — but it will be "Crown" versus Parliament long before Western-type parties arise.

The best that can be hoped for by way of immediate democracy in Africa is probably something on the village level (Pakistan's "basic democracies", unconsciously patterned on pre-Cortes Mexico). But there are no signs as yet that Nkrumah for Ghana or Mboya for Kenya have given much thought to that problem. Even Australia has yet to arrive at full local self-government for municipal purposes — so how can we expect the Africans to do so?

In truth, we have little democratic know-how to offer these visitors which would be relevant to their needs. We should not be critical or hurt if they scrap parliamentary democracy on gaining independence. A man like Mboya does not do so because of hatred for white precedents. He does so because the delicate balance necessary for two-party democracy simply cannot evolve at a time of violent change.

The future for Kenya and other African countries is bleak indeed. They need every scrap of understanding we can offer. What's more, they need our technical and educational assistance. They have every reason to turn to Canada for these things in good measure. We can start without even digging into our pockets: simply by not judging their governments by the standards of our own.

The best to be hoped for, abroad if not at home, is the benevolent, far-sighted, Tudor "monarch" — whose choice of successor is accepted without bloodshed. In turn, let our visitors be honest when they come here — at least with those who can withstand such honesty.

## Books

by Arnold Edinborough



Major-General F. F. Worthington

MEMOIRS OF BRITISH generals drop in clusters every season from the London publishers. Ismay and Horrocks have both written their books in the past six months. The Canadian general staff has been more reticent. Apart from appearances on *Fighting Words* (appropriately enough) and the occasional article a magazine editor pries loose with difficulty, there is silence, even after they have long retired from the service.

It is with double pleasure, therefore, that people will welcome *Worthy*, a biography of Major General F. F. (Fighting Frank) Worthington, the father of the Canadian Armored Corps and one of the most colorful characters ever to don a uniform. It is typical that this memoir, written by his wife, is prefaced by a note in the foreword: "Worthy has refused to read this book believing that biographies, his at least, should not be written till the subject is dead."

His wife has, however, obviously respected his wishes about mentioning his military opponents in many a savage controversy and the conduct of "his" fourth Armored Division when it was finally taken into action in France under another's command. But she does not pull her punches when it comes to the utter stupidity and blindness of those politicians who stymied his every move to get Canada properly

equipped with armor before the test came. In her quiet, even chatty, way she shows the stupid rigidity of the between-wars general staff and the appalling, almost criminal ignorance of politicians wedded to vested interests and riding expediency.

People who think that we can learn from experience in these matters should read this book just for the chapters on the formation of the armored corps. We have the same bungling, pig-headed insistence on outmoded concepts of defence now, the same pork-barrel attitude to defence procurement, the same reckless squandering of enormous sums of public money without the public either knowing or caring why, as Worthy faced then. And from talks I have had with experienced (though junior) staff officers I would think that they are being just as disastrously ignored in 1961 as Worthy was in 1931.

But Mrs. Larry Worthington's object is not to write a case-book for use by Opposition speakers in Parliament. Her sole purpose is to create a lively yet credible picture of her remarkable husband. That she has done so (after taking a course in writing at Carleton University especially to help her cope with the task) is a great tribute to her. But that she had wonderful material to work with she herself readily admits.

Worthy's parents both died early and at the age of twelve he was water boy at a gold mine in Nacozaro, Mexico, under the guardianship of an older half-brother. When his half-brother was killed in 1902 in one of Pancho Villa's raids he soon left the mine and, at fourteen, utterly alone in the world, he shipped as cabin boy aboard a barquentine trading into the South Sea Islands from the West Coast of the United States. Four years later he was in San Francisco during the earthquake; and during his service in tramp

steamers round the Caribbean he got involved in revolutions in Guatemala and Nicaragua.

In 1911, for different reasons, he was in the thick of the revolt in Mexico against the Diaz Government. He was no soldier of fortune here. He had seen the vicious exploitation of the Mexican and Indian poor and, having lived amongst them at the mine, was determined to help all he could when Madero organised a revolt. In a year, Madero was in control and Worthy went off to sea again.

The next year was spent aboard a ship charting the inland channels of Patagonia. Then there was a quick return to another revolution in Mexico. But, when the European war came, Worthington determined to join the Black Watch. In New York he was told that he could better ship out of Montreal to England than he could out of any American port. That is why, again after a series of accidents which read like a section of *Anthony Adverse*, he found himself a private in the 73rd Battalion and, at 25, training in England. By 1916 he was in action on the Somme.

His conduct in action was what one might expect from a man who had already fought in three Central American revolutions and had looked after himself on board ship since the age of fourteen. He got steady promotions, two Military Medals, was commissioned on the field and then, to balance things, got two Military Crosses before he returned to Canada in 1919, just missing a chance at a revolution in Rumania.

From then on his battles really began. He had been at Courcellette in September 1916 when the first tanks had been used and he was convinced that mobility and fire-power together were the keys to victory in future war-



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**HENRY VIII**

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fare. All through the thirties Worthy clung to his knowledge and, with remarkable ingenuity both in the training field and in the office where he wrote his memos to an unsympathetic and parsimonious Department of National Defence, managed to keep some kind of armored training in being.

It was difficult though. Even in November 1939 so senior an officer as Brigadier E. J. Schmidlin, Director of the Engineering Corps, could say: "The ultimate weapon which wins the war is a bayonet on a rifle carried by an infantryman through the mud . . . No one knows how useful tanks will be".

The growth of Camp Borden, to prove how wrong Schmidlin was, and the equipping and training of the Fourth Division are better known than Worthy's earlier exploits. But they are here briskly dealt with. If the turbulence and ferocity of Worthy towards fools is made light of, what else could we expect from a wife, who surely had to bear with more of his moods than anyone else?

Then comes the relinquishing of the divisional command, the move out West and the final years in the Army as Commander, first of Pacific Command and later of Western Command.

Even here there was one last kick. Seeing, as many have done since that time, that Canada was vulnerable through the Arctic, Worthy organised an officers' exercise and with ninety-nine senior but now demobilised officers he went up the Alaska highway, stopping every three hundred miles or so to solve defence problems on the ground.

At the same time the PPCLI and the Strathcona's, who were on maintenance on the Highway, were also on the move. In Ottawa there was friction with Moscow over the spy trials. And so it was that Russia protested to Canada against the "concentration of troops heading Northwards" against her borders!

After thirty-two and a half years of service Worthy, at the age of 58, became a civilian in October 1947. Since then he has been Federal Civil Defence Co-ordinator, and has also been very energetic in the affairs of a private tool company in Kingston. He is also working very hard to get some sort of ambulance scheme into practice that will reduce the length of time which traffic casualties now have to wait on the road before they get to hospital. [SN June 6, 1959]

Through his life he has been rough, tough and ingenious; he has also shown more common sense than is good for a man in the army. But he has been a real leader who has attracted people to his various causes with ease. When,

almost forty years ago, he attracted Larry he may well have known that she would be not only the perfect companion for that period, but an admirable biographer at the end. I would not put it past him, for Worthy has always been, as this biography shows, a very downy bird indeed. But this story, told by his wife, is equal to him.

**Worthy**, by Larry Worthington—Macmillan—\$5.00.

## Florentine Vignette

*The Light In The Piazza* is a haunting short novel about Florence. Margaret Johnson, an American woman of means, is there with her daughter Clara not really vacationing, but merely keeping her daughter out of her father's way. For the daughter is mentally retarded although otherwise adult. Her beauty attracts a Florentine and the whole story is of the marrying of Clara to Fabbriozio.

The story is negligible, but the impact of the telling is enormous. Elizabeth Spencer can suggest more in one line than some American expatriates can spell out in 50 pages. Her descriptions of Florence are superb: "From their window the curtain of rain hung over the river, dimming the outlines of buildings on the opposite banks. The carrozza drivers huddled in chilly bird shapes under their great black umbrellas; the horses stood in crook-legged misery; and water streamed down all the statues". L.S.

**The Light in the Piazza**, by Elizabeth Spencer — McGraw-Hill — \$3.50.

## Animal Census

THE SERENGETI plains of Tanganyika comprise an area unrivalled in the world for its wealth of wildlife. Vast herds of giraffe, zebra, wildebeeste and all kinds of antelope graze its pastures. Lions abound, and there are also elephants and rhinoceros in fair numbers. The region has long been declared a national park by the territory's government but Tanganyika isn't a rich country and must devote all its resources to developing a better life for its human population. Consequently the game reserves are inadequately policed and open to the depredations of poachers.

Dr. Bernard Grzimek, director of the Frankfurt zoo, together with his son Michael, undertook at their own expense the heavy task of taking a census of all the game and studying the migration of various species. Incredibly, they did it by flying back and forth

over the region counting the animals from the air. Their findings are illuminating and in many ways disquieting: they will be of interest to everyone who cares about animals.

We can feel nothing but gratitude to the devotion of these men. They paid a heavy price for their achievement. Young Michael was killed when his plane ran into a vulture.

The book, translated from the German, is superbly produced and richly illustrated with photographs in color and black-and-white. Dr. Grzimek, less reliable on ethnological and historical details than he is on wildlife, also worries less about cruelty to people than he does about cruelty to animals. He is, as Alan Moorehead says in a preface, very much a German. And still his book is consistently fascinating.

K.D.

**Serengeti Shall Not Die**, by Bernard and Michael Grzimek — *Hamish Hamilton* — \$6.50.

### Outback Down Under

THE AUSTRALIAN OUTBACK, that vast stretch of quasi-desert dotted with dead or decaying mining towns, is not a place where many visitors choose to linger. John Grant, the central character in Kenneth Cook's *Wake In Fright*, having been a school teacher there for a year is only too anxious to reach cool, cosmopolitan Sydney for the six-week Christmas holiday.

However, the night before he is due to leave the Outback, in a moment of reckless abandon he loses his entire pay packet in a crude form of gambling game. Thus doomed to spend his holidays in the appalling heat with scarcely the price of a meal in his pocket, the quality of his misadventures can be inferred from his summary of the experience.

"... you could sleep with their wives, despoil their daughters, sponge on them, defraud them, do almost anything that would mean at least ostracism in normal society, and they would barely seem to notice it. But refuse to drink with them and you immediately became a mortal enemy."

Kenneth Cook tells his story well and the harsh but distinctive way of life in the Outback comes over marvellously clearly. One could perhaps wish that his central character was a little less futile in the face of the unfamiliar, but perhaps this is a trait common to all twentieth century city dwellers.

R.T.C.W.

**Wake In Fright**, by Kenneth Cook — *Michael Joseph* — \$2.50.

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# Records

by William Krehm

## Baroque in Gifted Fingers

THE VOLUME of recent releases of Baroque music is witness to the spell that the period is acquiring over us. We are drawn to the literature of the 17th and mid-18th century as parched desert Arabs might be to some cool and fringed waters. Yet the arrival of the Bedouins does not invariably enhance the beauty of the oasis. Too often they bring with them the smart and rancor of the weary road behind. They wade in too eagerly, and their lapping camels, complete with fleas and droppings, muddy the placid waters.

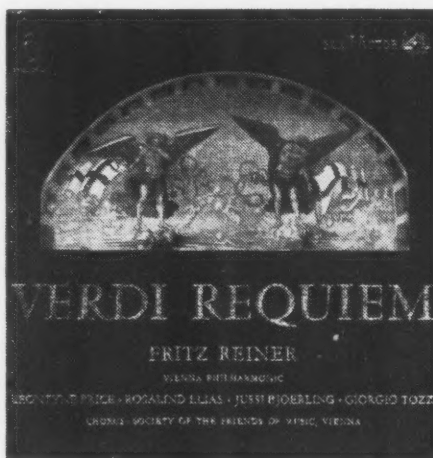
Something of this same thing happens to much of the Baroque music that more and more of our distinguished performers are clutching in their gifted fingers. Two remarkable recent releases—bulging with incidental excellences but rather missing the main point—illustrate the case.

**Vivaldi:** Concerti for Two Violins, Strings and Cembalo, F. 1, Nos. 100, 12, 98, 41. Isaac Stern and David Oistrakh with members of The Philadelphia Orchestra under Eugene Ormandy. Columbia ML 5604.

This is a quite epoch-making coming together, and may well go down in the annals of fiddling like the meeting of Stanley and Livingstone in darkest Africa. Oistrakh and Stern are epically paired, never a hairs-breadth out of kilter, and executing the tripping graces

of the music with the nimbleness of *mâitres de ballet*.

But their styles, so perfectly matched to each other, are less attuned to the music. The two are glories of the Russian school that brought romantic violin-playing to its peak just as the Italians of Vivaldi's day had done with the classical school. And what we hear on this disc are two monarchs holding



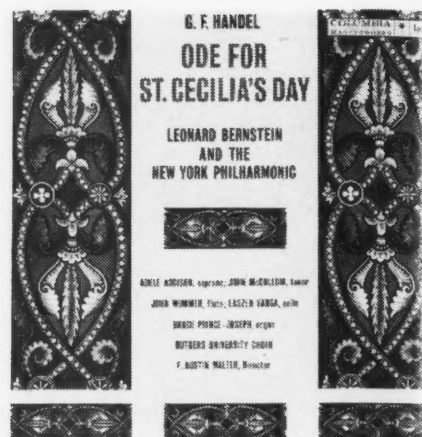
court in a realm that is not properly theirs.

For there is something sumptuously denatured about the Vivaldi of Stern and Oistrakh. Their virtuosity is a mite too prognathous: instead of being dunked and obliterated in something greater, the ego bulges and strains. The *heure bleue* has invaded Vivaldi's dewy morn.

**Vivaldi:** The Seasons. The Philadelphia Orchestra under Ormandy. Anshel Brusilow, solo violin. Columbia ML 5595.

Ormandy gives us *The Seasons* in full cinerama, technicolor treatment. We are dizzied with the spinning virtuosity of it all, but there is something about it basically out of joint, rather like decking out a phaeton with balloon tires and a Cadillac motor. At every turn material opulence gets in the way of subtler things.

This is a record to be listened to alongside the recent Victor RCA re-



lease of the same work by the Corelli Society. The comparison will light up some of the bottomless mysteries of style in performance.

**G. F. Handel:** Ode For St. Cecilia's Day. Leonard Bernstein and the New York Philharmonic. Adele Addison, soprano, John McCollum, tenor. Rutgers University Choir under F. Austin Walter. Columbia ML 5606.

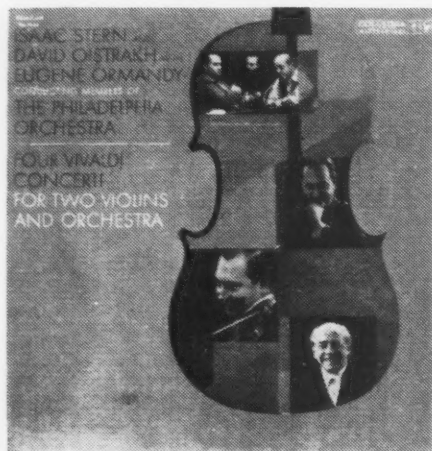
Handel's Second *Ode to St. Cecilia* is a fitting tribute of the great master to the patroness of music. There are few more striking examples of his genius for birthing mountains from mice, of the awesome economy of his musical utterance. And since a good part of the Dryden verses are dedicated to various musical instruments, he used the occasion to create one of the most inspired essays on instrumentation in musical literature.

Adele Addison in the soprano part achieves the soaring purity of a boy treble, while McCollum gives a performance at once supple and virile. Even Bernstein, who has not been invariably happy in his Handel recordings, turns in a good show. Only in the great, final chorus do we catch a glimpse of shoe leather beneath the surplises of the heavenly choirs. An excellent record.

**Verdi:** Requiem. Vienna Philharmonic Orchestra with the Chorus of the Society of the Friends of Music, Vienna, under Fritz Reiner. Leontyne Price, soprano. Rosalind Elias, Mezzo-Soprano. Jussi Bjoerling, tenor. Giorgio Tozzi, Bass. RCA Victor LD 6091.

Man has ever sought his quittance by recreating the Deity in his own image. It is therefore quite logical that Verdi's God should share the Italian passion for opera, and that the burnt offering laid on His altar should smoulder with the embers of *Rigoletto* and *Aida*.

In this recording Reiner presides over a cast of archangels, and directs the



proceedings with an authority worthy of the Good Lord on Judgment Day.

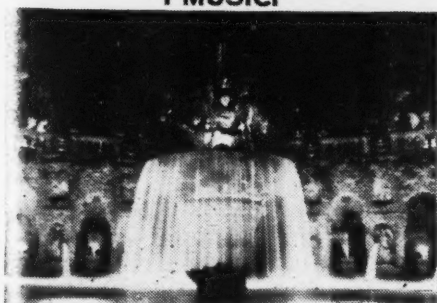
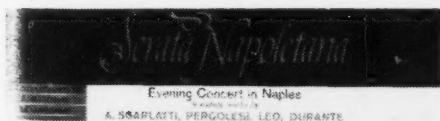
**I Musici**: Serata Napoletana. Evening concert in Naples. A. Scarlatti: Concerto Grosso No. 3 in F. Leo: Concerto in D for Cello, Strings and Continuo. Durante: Concerto in F Minor. Pergolesi: Concerto in G for Flute, Strings and Continuo. Soloists Enzo Altobelli, cello Severino Gazzelloni, flute. *Epic C 3760*.

It is from Italy itself that most of the really great interpretations of Italian Baroque music have come. One reason for this, I am sure, is that the great surge of nineteenth-century romanticism took on purely operatic forms in Italy.

The romantic instrumental tradition which traces its beginnings from Paganini has little sequel in Italy itself. There instrumental music suffered a hiatus of over a century. And with its portentous revival today, there is little to stand between Italian instrumental performers and the great Baroque schools of the 18th century.

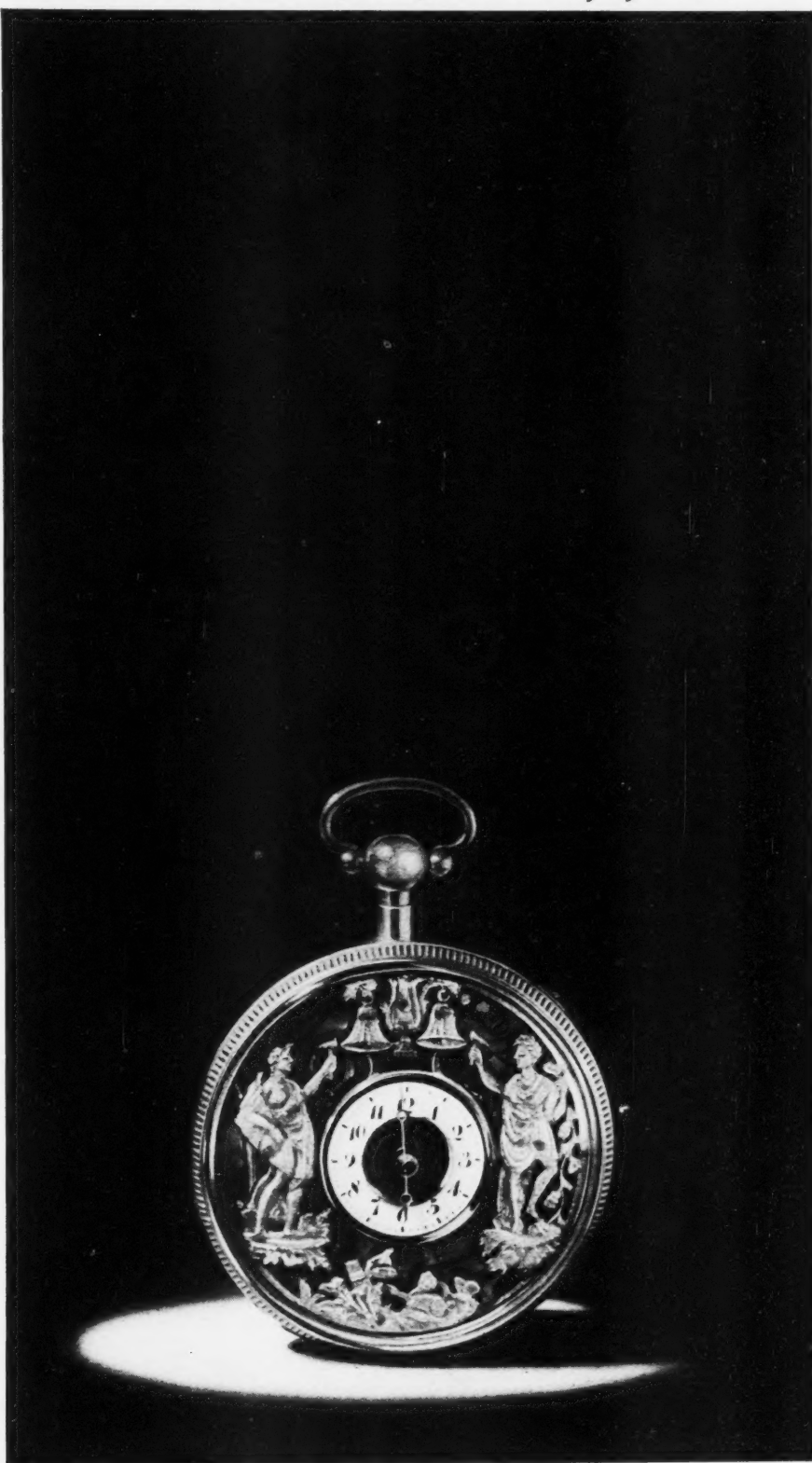
Once they have turned their backs upon the opera houses, Italian musicians seem to free themselves from the entire heritage — bourgeois and unbuttoned — of last-century romanticism. They enter naturally into the spirit of Vivaldi and Corelli with noble restraint and serenity. On this disc *I Musici* bring us a bouquet from eighteenth-century Naples that is without a suggestion of the hot-house about it.

Of the works on the record the Scarlatti is the most memorable. From the opening gust of its radiant melody, it is clear that the Neapolitan master had the same gift for golden epigram as Corelli — the La Rochefoucauld of music. So much is packed uncrumpled into a movement of a few lines, into a single dissolving modulation, that you acquire the conviction that the subsequent evolution of instrumental music to lengthier formats was a change of style rather than an improvement.



MAY 13th 1961

Pocket watch with remontoir movement, about 1780-1800. Courtesy Royal Ontario Museum

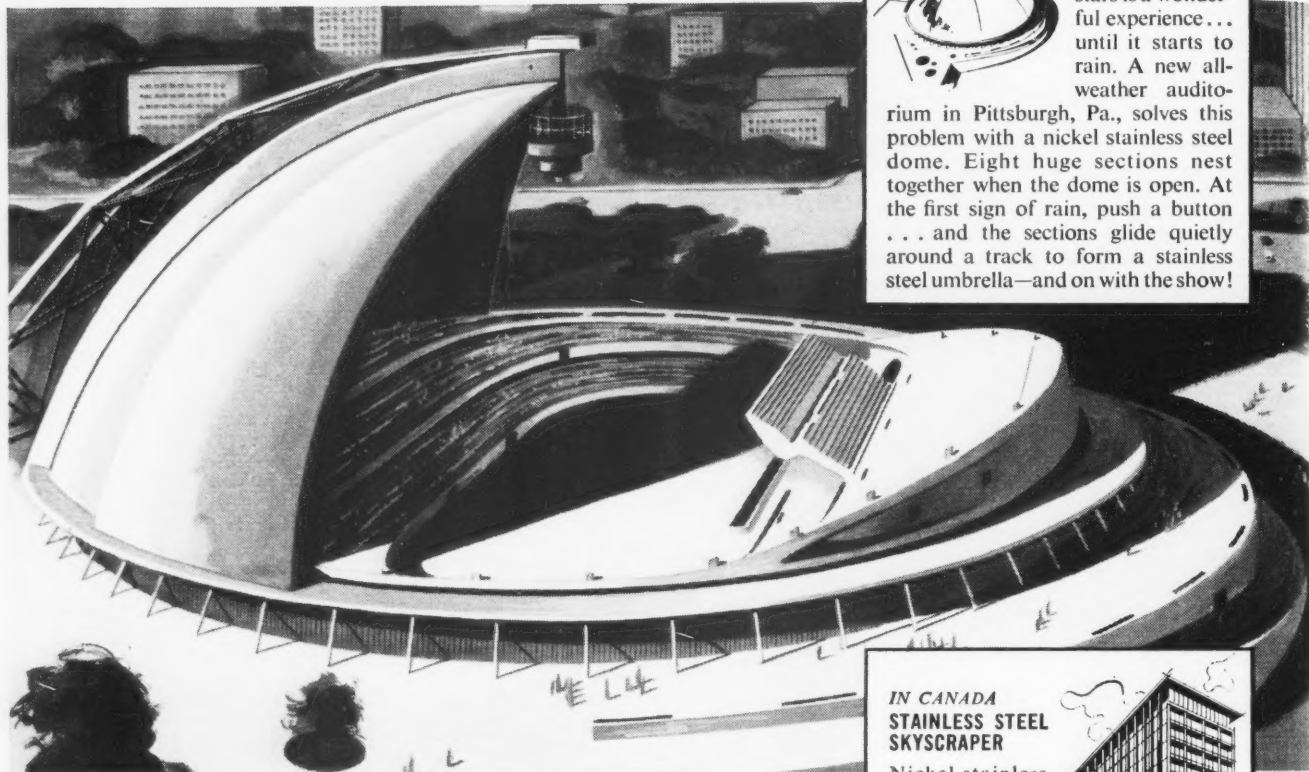


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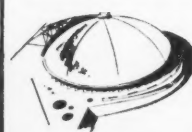
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## Britain Puts the Pressure on Canada

by Donald Gordon

ORDINARILY, the restrictive aspects of Canadian immigration policy pass unnoticed in the mumbo-jumbo of departmental statements designed to bemuse the casually curious and deter the suspicious.

But, this year, an exodus from the West Indies is casting Britain in the role of inquisitor showing up the inadequacies of current Canadian immigration practices.

All the elements of the dispute are equally rooted in self interest. The West Indians, cut off from any significant entry into Canada and the United States, are fleeing to Britain by the thousands to escape their islands' economic under-development and stagnation.

The British, traditional providers of an open door policy to all Commonwealth and colonial nationals, are seeking to avoid serious inundation by persuading other Commonwealth nations (Canada in particular) to follow suit. And Canada, bedevilled by her domestic economic crisis and long-established immigration policies based on skilled white admissions only, is trying to keep the door shut without losing newly-won prestige among the Afro-Asians.

Numbers are bringing the situation to a head. After percolating along at reasonably acceptable levels for 10 years (total net immigration was an estimated 300,000), arrivals into Britain from the West Indies spurted during the last year to the 60,000 mark. And they show no signs of abating, despite intensive "information" campaigns on the islands, warning of unemployment, climatic pitfalls and a growing sense of racial prejudice.

The impact of the sudden flood has been far-reaching. For the first time on any appreciable scale, there has been serious job competition between whites and West Indians — leading a number of the smaller British craft unions and even local branches of the larger unions to apply informal bans on West Indian membership.

In addition, the organized agencies and services designed to smooth the entry of the new arrivals by arranging accommodation, warning of local practices and customs and shooing off eager underworld opportunists, have been unable to cope — resulting in a noticeable increase in overcrowding, inter-

racial irritations and, among the susceptible minority, ventures into prostitution, thuggery and theft.

And as these subterranean rumblings have become audible, a growing band of MPs, business leaders and newspapers have joined the die-hard White Britain extremists in urging the government to pass legislation to limit entry in the future. Cyril Osborne, Conservative MP for Louth, summed up their feelings when he tabled a motion in the House of Commons urging immigration restrictions this Spring.

He was persuaded to withdraw it, but it was generally conceded to reflect the views of at least 70 backbenchers. "The new cause for anxiety is not the 300,000 with us now," commented W. F. Deedes, Conservative MP, "but the possibility of 500,000 with us in 1965."

The government doesn't want to agree to legislated limitations. In addition to the emotional appeal of the long-standing tradition of free Commonwealth entry, some sober political and economic calculations suggest that despite the domestic disturbances the price is still too high. For one thing, there's the real danger of alienating ultra-sensitive Afro-Asian opinion at a time when too many of these young nations base their UN voting, their political co-operation and their economic policies on purely black-white emotional criteria.

Turnabout bans on Britons, orders switched to the United States or the Communist bloc, withdrawal of landing rights, trade preferences and investment guarantees are all possible. And each prerequisite is rather too valuable to be lightly surrendered.

So, what to do? Up to this year, informal agreements did the job. With India and Pakistan, for instance, a gentleman's agreement was possible, mainly because these nationalistic-minded Asian countries both favor policies designed to discourage net emigration.

In each case, Britain got off the hook by persuading the respective governments to pass legislation at the source that discourages mass departures with requirements of substantial cash sureties to underwrite a passport application. As a result no one becomes angry at Britain, simply because the British government has never been openly involved.

But with the West Indies, this back-door approach just won't work. For one thing, the passport dodge doesn't apply as long as full independence remains to be granted.

In effect, something else has to be done. Some alternative to Britain has to be found to take a share of the emigrés.

And that, at the moment, means Canada.

Already, in his brief talks in Ottawa in April, Britain's Prime Minister Macmillan has made some first, tentative enquiries. To follow now, it's certain that official channels at every level will be pressing the suit wherever possible.

Is there a case to be made? Macmillan and his aides say yes. They base their argument on these main points:

—Political realism demands special attention now to keep open all possible channels between the white races and the emergent and belligerent Afro-Asians. The Commonwealth, especially since South Africa's enforced withdrawal, is one of the most important vehicles for maintaining contact and co-operation. But this will fail if, even by appearance alone, the white members erect racially-based barriers. Alternatively, token co-operation may well mean salvation in the future.

—The economies of the "white" nations are ripe for a gradual, absorbable influx of non-white labor. Both in Britain and Canada the rising standards of living mean that a whole range of low-productivity, menial jobs are either unfilled or inadequately filled.

—Longer term adaptability is on a par with any other racial group. Once settled and given equal education, the sons and daughters of the first generation prove to be wholly competent at all levels in society. Even now, you find West Indian doctors, lawyers, engineers, draughtsmen, and skilled workmen living fully within a British context.

—The myths of unsuitable temperament and climatic susceptibility are wholly unfounded. In terms of every vagary of unhealthy weather, Britain can claim greater extremes than Canada, yet medical records show no discernible evidence that West Indians or any other non-whites wax any more sickly than their British counterparts.

If anything, the cruel process of the selectivity of survival tends to give the newcomers a slight edge in strength and



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resilience. Temperamentally, it's generally agreed that West Indians prove in practice to have a greater degree of family responsibility, to be more law-abiding and more interested in community affairs than other comparable groups. In rough, tough Brixton, for example — one of the hard-core working class districts of London — welfare workers report "the closest and most harmonious integration possible."

These are the basic British arguments being put to Ottawa right now — an appeal to political common sense, to economic opportunism and, in a resignedly muted way, to basic humanity.

Now, suppose it were taken up and it was announced that West Indians would be allowed into Canada in numbers rather greater than the present bare token allotment.

West Indian Commission workers here in London predict two main results: (1) About 30% of the present emigres to Britain would choose Canada instead; (2) The majority who would choose Canada would come from the top echelons of emigrating West Indian society.

"You should remember that most West Indians are hard working and ambitious," explained (Miss) Patsy Pyne of the Commission's London office. "The ones that would choose Canada would be mainly from that group attracted by the possibility of good (in comparison to island rates) salaries and education for their families."

"A lot of them would be the sort that wouldn't ordinarily go to Britain at all — the middle class of person earning around £1,000 a year in professional or skilled work."

"And you know, to be blunt about it, we West Indians really are rather a better bet for Canada than some of your present immigrants. We think far more in North American terms than Europeans do, we are well accustomed to North American customs and values. For us, there's little real change involved in moving from one English-speaking Commonwealth area to another in the same hemisphere."

"All we ask is the chance to prove this to you in practice."

Will the chance be given? British officials say privately that they're going to do their damndest to persuade Canada during the next year, but concede that they really aren't too optimistic.

"It's up to your Mr. Diefenbaker," summed up one carefully anonymous official. "If he really is building common policy with the Afro-Asians — as he seemed to be doing here at the Prime Ministers' Conference — he may fly in the face of domestic economic realities. But we will be rather surprised if he does."

## Chess

by D. M. LeDain

GIVING OF PIECE odds between players of varied skill, once so popular, has become rare to-day. Not much can be learned by the distortion that ensues. Nowadays the strong are handicapped by taking on many weaker players simultaneously, with forces even.

White: P. Morphy, Black: T. Knight (Remove White's QR and QKt.)

1.P-K4, P-K4; 2.P-KB4, PxP; 3.Kt-B3, P-Kt4; 4.B-B4, Q-K2; 5.P-Q4, P-Q4; 6.BxQP, P-QB3; 7.BxKBPch, QxB; 8.Kt-K5, Q-B3; 9.Q-R5ch, K-K2; 10.P-KR4, PxP; 11.Castles, B-R3; 12.P-QKt3, Kt-Q2; 13.B-R3ch, P-B4; 14.R-Q1!, Kt-Kt; 15.BxPch, K-K3; 16.Q-K8ch, Kt-K2; 17.P-Q5 mate.

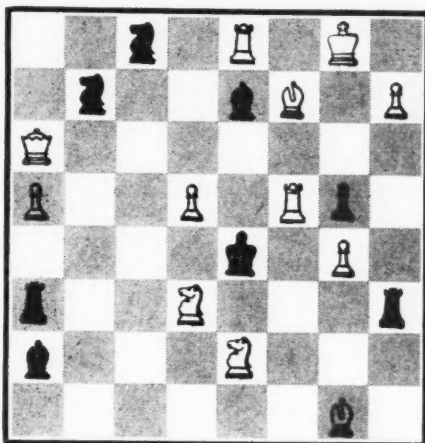
White: Dr. S. Tarrasch, Black: C. Schroeder (Remove White's Q).

1.P-K4, P-K4; 2.P-KB4, P-Q3; 3.P-Q3, P-KB4; 4.Kt-QB3, BPxP; 5.QPxP, P-QR3; 6.PxP, PxP; 7.Kt-B3, B-QKt5; 8.B-Kt5,

Q-Q3; 9.R-Q1, Q-KKt3? (BxKtch; 10. PxB, QxRch! etc.); 10.R-Q8ch, K-B2; 11.B-B4ch, B-K3; 12.KtxP mate.

**Solution of Problem No. 269** (Ellerman), Key. 1.Kt-B6.

**Problem No. 270** by A. F. Mackenzie. White mates in two moves. (12 + 8).



## See the Light?

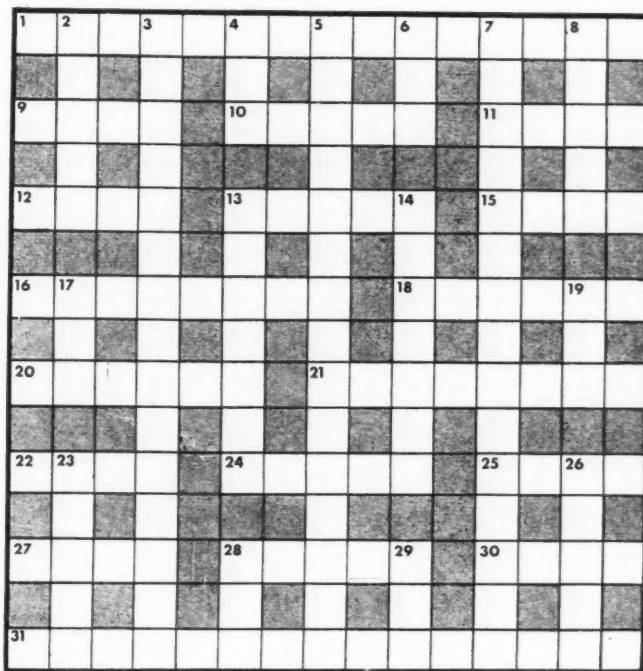
by Louis and Dorothy Crerar

### ACROSS

1. One way to picture yourself as an artist. (4-11)
9. Charlie Chaplin's light bore fruit. (4)
10. Speech that takes a long time to deliver. (5)
11. Causes a disturbance in the trout stream. (4)
12. Turnpike on a-head? (4)
13. But Elia never acknowledged them as his kin. (5)
15. It appears to be in order in 8, 17. (4)
16. Do scramble egg with a little relish sounds foolish. (8)
18. A science, but you've got to be good to follow it. (6)
20. Some people's way of doing things is to do them differently. (6)
21. Though living so close, we've never heard him whinny. (8)
22. See 17.
24. Soothing to hunt for bargains here about five. (5)
25. The eye of one was part of the weird sisters' brew that went over well. (4)
27. It's the last word in churches. (4)
28. Fish for an early inhabitant of Britain. (5)
30. American soldier of French novelist. (4)
31. Burn those books! (5, 10)

### DOWN

2. Are they numbered among the literature of our time? (5)
3. Are those poor people wearing tight shoes? (7, 3, 5)
4. Not even this may be a clue. (3)
5. Carrying little baggage may save you a trip in the dark. (10, 5)
6. Encircle it with rings and it'll be fencing. (3)
7. See 28D
8. 17 Encircle with a ring to start a fight. (5, 3)
13. Yet one wouldn't expect to take such long 22s to ride in the streets. (7)
14. What Kennedy must do! He will do most of it at the White House. (7)
17. 22. Seems this dance is over as soon as started. (7)
19. What two is said to be briefly comes to nothing. (3)
23. Femptresses lose their hair when I finish with them, which is indicative of the times. (5)
26. Dewar mixed in water. (5)
28. 7. Welsh song sung continuously in one's darkest hours? (3, 7, 3, 5)
29. To actually play by this might be painful to the listener, as it were. (3)



### Solution to last puzzle

- |                            |                |                 |
|----------------------------|----------------|-----------------|
| ACROSS                     | 22. Besom      | 5. Octet        |
| 1, 12. Soldiers of fortune | 24. Islands    | 7. Arrangers    |
| 6. See 20                  | 27. Premier    | 8. Heyday       |
| 10. Insipid                | 29. Growler    | 9. Salt         |
| 11. Tea tray               | 30. Rioters    | 15. Napoleons   |
| 12. See 1A                 | 31. Erse       | 17. Bonaparte   |
| 13. Titania                | 32. Assessment | 18. Table-tops  |
| 14. Rinse                  |                | 19. Smart set   |
| 16. Pub                    | DOWN           | 23. Jingle      |
| 18. Tees                   | 1. Spitfire    | 25. Nell        |
| 20, 6. Spot-cash           | 2. Loser       | 26. Sores       |
| 21. Ran                    | 3. Imprudent   | 28. Irene (519) |
|                            | 4. Red pepper  |                 |





John Mills and Sir Alec Guinness: A rare male battle.

## Films

by Mary Lowrey Ross

### A Two-Man Drama Festival

THE LAST THING that Alec Guinness needs to prove on the screen is his versatility. He did this once and for all in *Kind Hearts and Coronets*, the early comedy in which he nonchalantly took on half a dozen assorted roles.

It is no surprise, therefore, to have him come up with half a dozen characters rolled into one, as he does in *Tunes of Glory*. His Colonel Jock Sinclair, acting Commanding Officer in a Scottish Regiment, has so many sides to him that only an actor of Guinness' talent could keep the more conflicting ones from falling out of line. As it is, Colonel Jock emerges with an inner consistency that never falters.

He is shrewd and childish, magnanimous and mean, guileless and, at moments, downright wicked. A ruthless egotist, swamped in sentiment, he is dedicated to the good of his battalion and capable of blowing it to limbo for his own good reasons. He is, in fact, that odd paradox, the man of impulse who is at the same time a cunning opportunist.

He is also considerably larger than life, and this, for once, isn't a matter of film or camera trickery. If Colonel Jock looms on the screen, it is through the sheer enhancement of personality contrived by Guinness himself.

*Tunes of Glory* is set against the garrison headquarters of a Scottish castle that might have served as background for a novel by Sir Walter Scott. The setting is immaterial, however, since most of the action takes place in the fanatical minds of Colonel Jock and

the new commanding officer (John Mills) who has been promoted over his head.

Both are army traditionalists and both cling to their beliefs with a ferocity of sentiment possible only to army men in peace-time. Colonel Jock believes in *esprit de corps* supported by large quantities of whiskey. The newcomer is a formalist, a spit-and-polish man, worst of all, an abstainer.

They are sworn foes at sight, but the battle is uneven, since the new colonel is handicapped by honorable scruples, which his enemy ignores, except when he can turn them to his own advantage. So the struggle develops, moment by moment, and it is none the less lethal for being conveyed largely by intensified rigidities and, on the part of the unfortunate new colonel, convulsive involuntary twitchings.

For three-quarters of the way through, *Tunes of Glory* is a wonderful study in male dignity and outrage. It is funny and moving and filled with those portents of explosion that can be, in a film of this type, as shattering as any final detonation. The end, with its jolting shift of mood, struck me as less satisfactory.

Up till almost the final moment, *Tunes of Glory* presents one of those rare male battles that are fought out with sulks, tantrums and malice, rather than the conventional fire-arms. The fault here, however, seems to be one of plot development rather than of characterization. Actor Guinness' Colonel Jock remains from first to last all of a

piece, many times larger than life and twice as fiercely natural.

In the role of the Colonel's bedevilled enemy, John Mills is almost as impressive as Sir Alec himself. Between them, the two have contrived a sort of two-man drama festival that would be hard to match in any season. The dialogue is in dialect, which may or may not seem satisfactory to Scottish listeners. To the untrained ear it sounds, most of the time, as consistent as haggis.

I arrived at *All in a Night's Work* too late to catch the credit-list, but figure it must have taken a whole shift of gag-writers working overtime on *double-entendre* alone. It is a frantic farce-comedy having to do with suspected blackmail, and it probably all started with someone getting the idea that Shirley MacLaine, the heroine of the piece, would look good wearing nothing but a bath-towel.

Wrapped in the bath-towel, she escapes from the bedroom of a billionaire intent on seduction, and stumbles into the bedroom of another billionaire who is dead as a door-nail and under the subaqueous technicolor, almost as blue as the heroine's towel.

The second tycoon, as it happens, is her employer — she is a research girl for a chain of magazines — and this, plus a dropped earring, is enough to start the screen-writers off on a complicated plot that could only be worked out in sleepless conference, probably with pins and a map. In any case, it is far too dull and tortuous a course to be gone over again here.

Shirley MacLaine is a spry, bright-eyed girl with immense stamina, and while these are probably assets for a comedienne, they are the only ones that so far she has been given any opportunity to use. The rest of the cast includes Dean Martin, as the tycoon's infatuated heir, Charles Ruggles, assorted executive types, and a large accommodating sheep-dog. The sheep-dog turned out to be the only relaxed member of the hard-pressed little group.



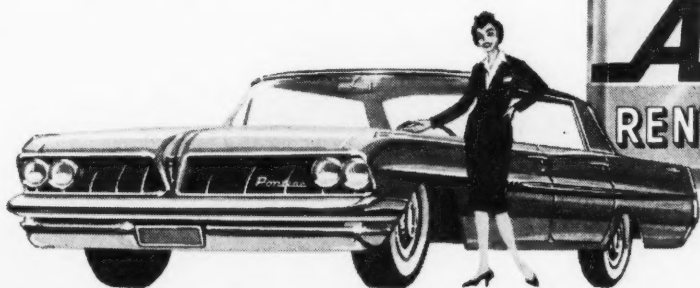
Shirley MacLaine: Nothing but.



"Isn't it  
nicer to  
be sure  
of things?"



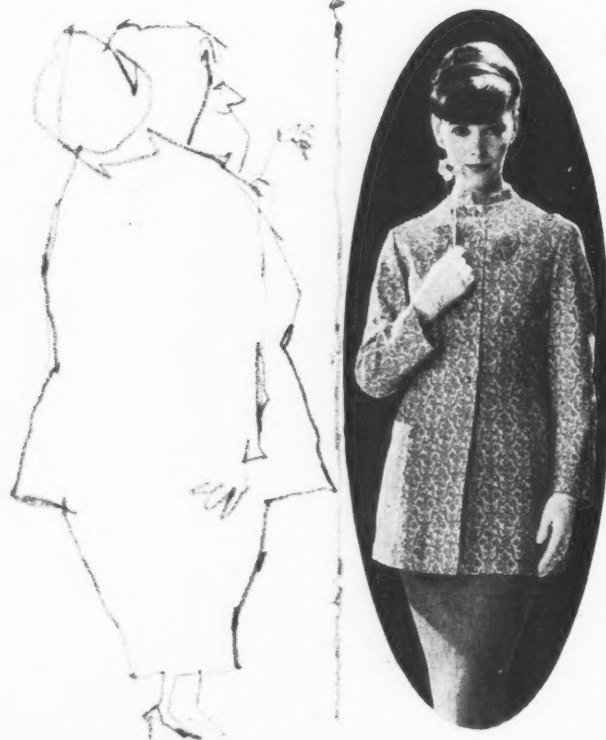
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## Science

by Brian Cahill

### Head-Shrinking and the Dollar

CANADIANS ARE QUITE often suspicious and even supercilious about cultural and scientific developments and trends in the United States. But we often end up by adopting them with enthusiasm; and quite often our enthusiasm reaches its peak just about the time that the trends and developments are being questioned, criticized, modified and even abandoned in the United States.

A case in point is the increasing interest by Canadian educators and industrial and commercial firms in psychological aptitude tests at a time when such tests are under strong attack in the United States from whence we borrow most of them.

McGill University this year introduced a six-hour test equivalent to the College Board Entrance Examinations used by most U.S. universities to evaluate the academic potential of applicants. McGill is believed to be the first Canadian university to use a test of this nature and the university authorities say they will not, of course, rely exclusively upon the test to choose among the thousands of applicants for admission. The high school record, confidential reports from high school principals and other material will also be used, the university says.

But this is exactly the cautious manner in which most U.S. universities approached such tests when they began to come into general use in that country about 20 years ago. And the experience in the U.S. has been that the sheer convenience of the tests tends to bring about almost complete reliance on them — particularly in the larger universities now besieged by more applicants than they can handle.

Instead of the long interview, the careful study of an academic record that is often varied, the weary nights reading letters of application and recommendations, the pressure on behalf of a boy whose poor record must be balanced against the fact that he is a son of a benefactor, consideration of the tearful plea of illness at examination time, etc., the dean or admission officer merely flips out a file card and gets a reliable and objective evaluation of the student's academic potential — and that's that.

And that, indeed, might be that if the tests were as scientifically objective and reliable as they are claimed to be. But the point is that a number of voices are being raised in question of this very claim.

Dr. Banesh Hoffman, professor of mathematics at Queens College, New York, has made a sharp attack on the "tyranny" of multiple choice tests in articles in *The American Scholar* and in *Harper's Magazine*. Philosopher Jacques Barzun in *The House of Intellect* and William H. Whyte in *The Organization Man* have also charged that the tests are unreliable to a serious degree as a measure of academic or executive potential.

And in the book *10,000 Careers* Professor Robert L. Thorndike and Elizabeth Hagen of Columbia University, N.Y., conclude, on the basis of a study of 17,000 men who were tested when they entered the U.S. Air Force in 1943, and relocated and questioned again in 1955, that the tests can indicate only in a very general way what occupation a person is best fitted for. That is, they can distinguish between a potential motor mechanic, salesman and professor of philosophy but might not distinguish between a potential doctor and lawyer.

Criticism of even a more fundamental nature has come from Lancelot Hogben, internationally known geneticist and statistician, author of the best-seller *Mathematics for the Millions*, former faculty member of McGill and a man of truly formidable scholarship. In a book brought out three years ago, Professor Hogben strikes at the very basis of psychological testing: the mathematical formulations by which psychologists gauge the significance of their tests.

It is much too technical a book to go into here. But it is significant that a recent review of the book in *Contemporary Psychology* makes the point that in the three years since the book has been published there has been no adequate reply to its general criticism and no specific defense of the mathematics so widely used by "behavioral scientists" and quite savagely attacked by Professor Hogben.



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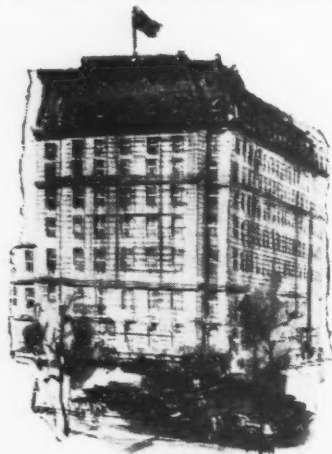
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# "EXPORT"

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If the elaborate and sophisticated tests used to predict success at university and professional levels are unreliable, what about the shorter and even more commonly used tests that are supposed to enable management to spot potential sales, technical and executive personnel and to help teachers decide if a child is "bright", "under-endowed" or an "under-achiever"?

J. W. Howard, Ph.D., a Montreal clinical psychologist with extensive experience in mass and individual testing in the armed forces and in private practice, says that most of these "mail order" tests make claims far beyond their ability to deliver results.

"Such tests would be unreliable and useless enough if honestly and conscientiously answered by the individuals taking them," he said. "In most cases it is so obvious how the answers can be slanted towards a particularly desired result that it could hardly be expected that they would consistently yield anything of importance."

Apart from industry and commerce, Dr. Howard said, far too much reliance is placed on inadequate psychological testing in elementary and high schools with real danger of a child being "labeled" at an early age and either driven too hard or allowed to loaf for the rest of his academic career.

It is not intended to imply in any of the foregoing that all psychological testing is useless or that Canadian educators and industrialists are all buying a pig in a poke.

Psychological testing can be a valuable tool when used for limited purposes. But it becomes double-edged and dangerous when used as the sole measurement of present ability and future performance. This has long been pointed out by responsible psychologists.

But, as has been clearly demonstrated by the experience in the United States, the reservations and warnings of the top men in the behavioral sciences and allied fields tend to be lost in the enthusiastic sales talks of those who may be less qualified but who have a vested interest in having particular tests used as widely and as often as possible. And, as has been noted, academic administrators, personnel departments and other people who, for convenience, like to have a place for everything and everything in its place, are easily sold on the value of the tests.

McGill's stand, in introducing its testing program, was that it was aware of the limitations of the tests and would profit by, rather than repeat, the mistakes made in the United States.

Which would seem to be a good rule of thumb for other Canadians involved in tests and testing.

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### Board Rules Restrictive?

*Would you be good enough to give me your opinion on some of the Board rules applying to agents in the West from the viewpoint that they are saddling us with too many restrictions? I think this is the reason why the Board companies are failing to write the major volume of the available business that could be theirs if they would relax some of the restrictions and approach the situation more realistically.*

Consider the paperwork, office routine and book-keeping detail on top of the client service we have to maintain and all of it on a scale of commissions much lower than we enjoyed pre-war. Yet this is an era when all our costs for wages, office help and everything else, including telephone service is greatly increased.

We could streamline the commission setup. Now, instead of receiving 15% for auto, 20 to 25% for fire and so on, why not average the agent's commission and pay him a flat 20 to 25% averaged on all his business. Why pay the lazy agent who sits in his office the same rate of commission as the agent who gets out and hustles up new business? Or better still, why does the Board not permit the agents to negotiate their own direct contracts with the various Board companies and, instead of the commission rates being set by the Board for the whole business, let each company make its own deals with the agent?

I know a provincial agent who would like to provide six general agents with desk, steno and telephone service in his office. That would not only relieve these agents of their office expense and free them to go looking for more business but it would increase the business the provincial agent could put into his Board companies as they would all put their business through him. Yet this is against the Board regulations. The only way he can do that is to put his business through non-board companies.

Don't you think there is a genuine case for an increase in commissions and a loosening of some of these restrictions to help us meet our competition?—K. T., Winnipeg.

While this column is not a sounding board for complaints against the Board we are always glad to consider constructive suggestions for the improvement of agency service with the public as the ultimate benefactor.

I think the Board, as the representative of the tariff insurance companies, has the interests of the public very much at heart and its endeavor is to keep its rates as competitive as possible. In the matter of agency commissions there is very little to choose from between Board and non-Board companies, as you know.

As regards the difference between pre-war commission rates and those now in effect I think a fair example would be to consider a pre-war standard auto policy. On an annual premium of approximately \$20 the agent collected 20%, which is \$4. Today he gets 15% commission but the annual premium is about \$75 for the same coverage in today's terms, and his commission amounts to approximately \$11.25 or nearly three times as much. The modern agent does a much bigger average volume of business and that's what you have to remember when you compare commissions.

When you talk about streamlining an agent's commissions I presume you mean that the company would keep the books and pay the agent an average rate that it would strike once a year after reconciling his various classes of business with his premiums. I suppose that would be possible if a company wished to do so.

Your suggestion that the agents should negotiate direct contracts with the individual Board companies with which they place their business is one which would find much favor in the eyes of the larger agents. They'd be all for it. But it would compound quite a goulash of agency commission rates.

Your claim that the lazy agent is getting the same rate of commission as the busy agent is not quite in accord with the facts. Even with set rates there is a degree of flexibility in the Board rules. An agent who drums up a good volume of business can usually find a

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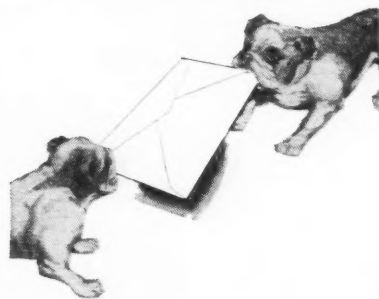
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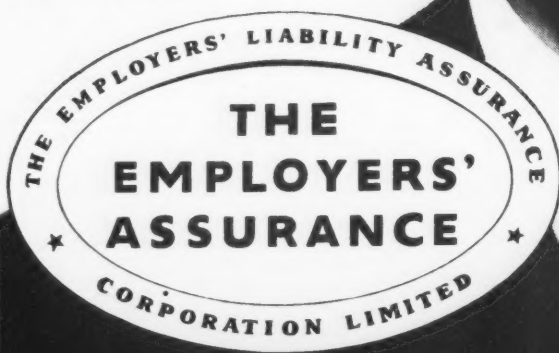


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sponsoring company and, as a consequence, increase his commission rate by a substantial margin. There are rewards for the active business-getters.

There is no bar against a general agent having as many other agents in his office as he wishes but I think it is understandable why a Board company could be opposed to a provincial agent having a number of desk-space agents in his office even if he was placing all their business through his Board companies. He would simply be taking advantage of his higher rate of agency commission to finance and profit on the deal, but doing so would put him in competition with other agents in the province and the Board company which permitted such a practice might lose out on business which might otherwise come its way.

These are delicate matters which I am sure the Board can decide wisely. I haven't the knowledge upon which any competent criticism could be based, though I have ventured an opinion. Summing up, I would suggest that the best way to increased commissions is to forget about the commission rate, remember the rules and go out and drum up all the business you can get. The more business you have to place, the more attractive your agency will be to more insurance companies. You will come to realize that the real purpose of the Board in making these regulations is not to avoid overpaying you, but to keep Board rates as competitive as possible for your benefit as well as the public.

### No Ultimatum

*My present fire insurance on my dwelling is for \$5,000 on the building and \$1,000 on the contents. I want to raise the fire coverage to \$6,000 and leave the contents cover at \$1,000. But when I contacted the agent from my insurance company's office to arrange this he told me that the minimum in my case must be \$7,500 for the building and \$3,000 for the contents. It seems to me these figures are something in the nature of an ultimatum. Are these quotations correct and, if so, why? — W.E.B., Toronto.*

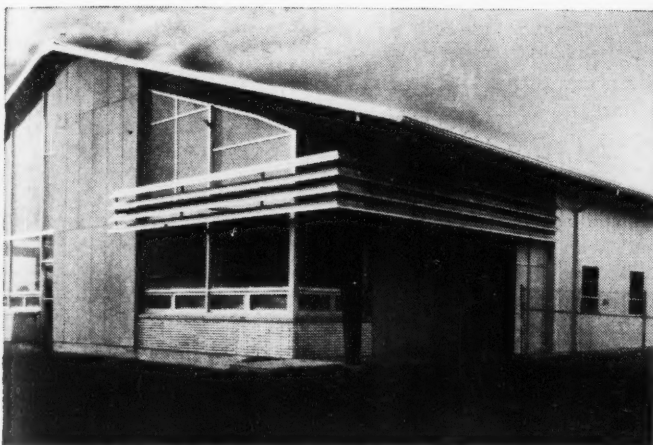
I do not know of any law that requires you to have any more fire insurance on your dwelling than you wish to purchase. This is a free country. If you want to buy \$6,000 worth then go ahead and buy \$6,000 worth of fire insurance. There are plenty of sellers.

Unless you had some kind of householders' special policy with a minimum limit on contents, which you obviously have not got at present, there is no compulsion to up your contents to \$3,000 either.

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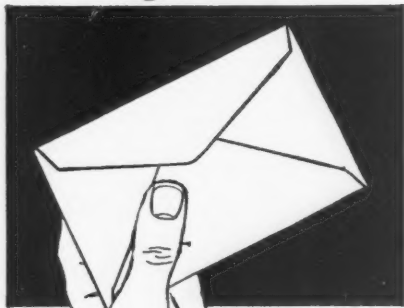
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## Gold & Dross

### Queмонт

*What is the cause of the depreciation in Quemont from \$29 (at which I bought) to \$8 or \$9, and the cut in the dividend from \$1.00 to \$0.30 a share?*  
—A. H., Toronto.

The question really isn't why Quemont went down, but why it ever went up. Its unrealistic levels reflected two things:

(1) Inflated copper prices of five or six years ago which bore no relationship to prospective supply and demand. There was a scarcity of spot metal and some investors and market commentators mistakenly assumed that an entirely temporary condition would be permanent.

They persisted in this delusion despite the public warnings of such outstanding metal economists as Thayer Lindsley of Falconbridge Nickel who said around 1955 (the year in which Quemont made its high of \$30) that copper might stabilize around 30 cents a pound. In a year or two it got up to 50 cents but didn't hold for long. In the meantime so-called "investment" publications which took 50-cent copper seriously did investors a disservice.

(2) Technical scarcity as a result of more than half Quemont's outstanding 2.1 million shares being held by Mining Corporation. Some seem to have difficulty in grasping that a reduced floating supply can forward inflationary prices when the public gets excited about a situation.

Copper is now selling around 27.50 cents a pound Canadian and this explains why Quemont earnings — and the dividends — have been reduced.

### Elk Lake Mines

*Ever hear of an unlisted gold stock, Elk Lake Mines Ltd?—J. H., Toronto.*

Elk Lake Mines held prospects in Gowganda, Ont. (gold-silver) and in Destor, Que. (base metals) upon which surface exploration was conducted. It was incorporated in 1958 and apparently during the first couple of years of existence did not obtain too much financial support.

The 1960 annual report showed 1,130,005 shares issued, of which 810,000 of the 900,000 shares issued for the property were in escrow. Thus, it appeared to have sold only 230,005 shares for cash. Possibly it has since sold additional shares.

### Indian Lake

*Can you give me any information on Indian Lake and Starcourt? Are they just wallpaper?—J. W., North Sydney, N.S.*

Indian Lake Mines Ltd. went through the wringer, and each 20 shares came out as one share of Hydra Explorations Limited. The latter was the vehicle for a merger of several properties, and despite its price of only 30 cents a share the position of the Indian Lake shareholder has been improved. Indian Lake if left to its own devices could probably not have won sufficient financial support to survive.

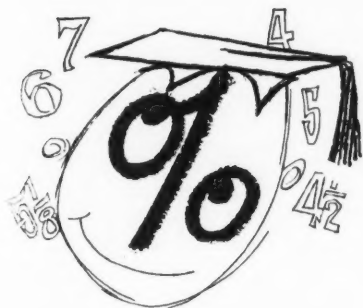
Starcourt is still alive, so don't reach for the paste pot. Any company with a charter has to be conceded a chance, even if it is a long shot.

### Payment & Delivery

*I have been buying listed investment shares, paying for them upon receipt of purchase notification, and ordering them registered in my name. Yet I sometimes do not receive the certificates (registered to me) until some weeks after payment. Should I defer payment until delivery? Or should not the broker be allowing me interest on what amounts to a prepayment of my purchase liability?—S. F., Winnipeg.*

You could defer payment until delivery via street certificate attached to a sight draft. You would then have the problem of obtaining registration in your own name. This would probably involve shipment of certificates by registered and insured mail to the transfer agent, who is more likely to be in Toronto, Montreal and New York than in your city.

Theoretically you could hold out for delivery of certificates registered in your name. Your order is, however,



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Any one with a credit balance is entitled to interest, but usually the amount of interest involved is not a serious consideration. What buyers prepaying for deferred delivery should be more concerned about is the possibility of their certificates being used to effect an undeclared short sale. In other words, the selling broker may not be held up on delivery by a client; he may have sold the stock short. In our opinion any one whose certificates are loaned for short selling should be receiving rental or a premium for them.

### Delisting Rules

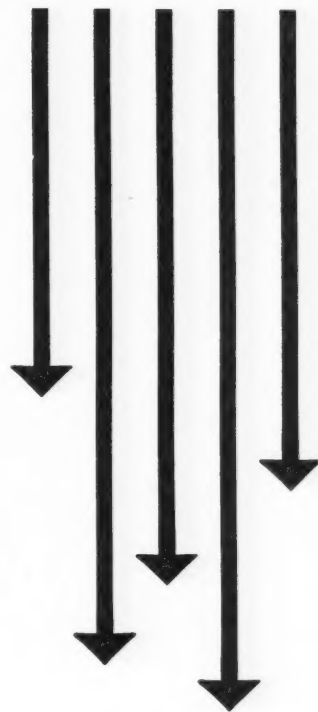
*I am enclosing a story from a financial paper, dealing with a shareholder at the Coniaurum Mines meeting calling its prospective delisting "gross injustice" to shareholders. Any comment?—K. R., Montreal.*

No one likes to lose a privilege but this does not make delisting a "gross injustice". Coniaurum shareholders are not being deprived of anything they owned.

A stock exchange is a private club, laying down regulations for the conduct of an open-auction market where buyers and sellers of claims to property — known as shares — can meet. Stock exchanges grew out of public auctions where the criterion of calling for bids on a stock was its saleability, distribution, earnings, etc., and they pride themselves on being secondary markets for seasoned securities.

About 60 years ago, an exception to the seasoned-securities aspect was permitted in Canada. Stock exchanges commenced to be primary distributors of shares of new mining and resources issues which had no earnings record. The exception was permitted because this was a pioneer country, with inviting mineral-exploration possibilities.

Resource industries were financed as a result of exchanges tolerating primary financing. This was diametrically opposed to their real function. But — and here is the crux of the Coniaurum situation — the exception was not ex-

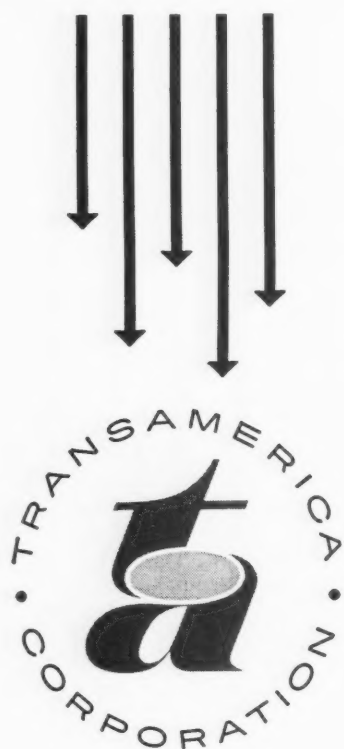


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tended to non-mining stocks. They still had to prove distribution and earnings before being listed.

Coniaurum chose to go out of the mining business by selling its mining assets and distributing the proceeds along with other mining stocks to its shareholders. It then proposed to enter the real estate business. This clearly threw it out of the category of mining stocks and into industrials. Since it would have no corporate record of real-estate earnings, the exchange had no alternative but to delist it.

### Facing the Future

*In June 1957 I invested in Northern Ontario Natural Gas and Westcoast Transmission. Should the loss be taken or is there hope? At age 50 and employed, I have annuities coming due paying \$170 for life or a cash value of \$38,000. Do you believe this money could be better invested and if so would you offer suggestions?—H.J., Windsor.*

Considering you stayed with Northern Ontario Natural Gas and Westcoast Transmission for the decline, you could consider retention since the worst seems to be over. If you have patience, you might ultimately show a profit.

Re annuities, it is to be noted that \$38,000 invested in 6% preferred stocks as an alternative would give you an income of almost \$2,300 a year, which would carry a 20% tax credit, and 20% would be approximately the tax rate for up to about \$5,000 a year.

Another thought: Do you own your home? If not, the \$38,000 could be partly used to acquire one. If you are paying rent then you are paying it with income upon which you are paying tax, whereas if you live in your own home, you are not paying income tax on the equivalent of the rent.

With your indicated life expectancy and financial position you could consider such blue-chip common stocks as Bell Telephone.

### Bevcon

*Several years ago I bought Bevcon, when it was called Bevcourt. Do you consider it has any future? Should I dispose of my holdings and take my loss?—C. F., Calgary.*

Bevcon is a marginal gold operation and short-term prospects are dubious. The decision you have to make is whether you want to speculate on the chances of an increase in the price of gold, or of findings on the Bevcon property or in its neighborhood, which would give it fresh hope.

Many seasoned advisers take the

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view that where the stock owner has lost the major portion of the capital in a commitment he might as well ride it out in the remote hope of recovery. This may not be bad advice, considering the outcome of mining investment is usually dependent on things that cannot be known.

### Sparton Asbestos

Can you give me any information regarding Sparton Asbestos Mines Limited or Teegana Mines Limited?—S. K., Prince Rupert.

Records of Sparton Asbestos Mines are scanty. At last report it held two groups of claims, one in Deloro Twp., Ont. and owned rights to mine asbestos on a second Deloro group.

A large interest in Sparton was held by Teegana, which does not appear to have issued a recent report.

### Kopan Mines

I have been informed that if I bought shares in Kopan Mines Ltd. at present price of 15 cents a share, it is due for an increase in price in very near future. Is there any justification for this?—F. G., Calgary.

Only time will tell. A promise of an increased price could mean (1) that property developments make the stock more desirable or (2) that the company is going to increase the price at which it has been financing.

### In Brief

Has Int. Minerals & Chemical beaten the porosity at its potash mine?—J. B., Toronto.

Appears to have; should be in production in a year or so.

Any chance of iron ore advancing in price soon? — R. J., Saskatoon.

Very remote.

What's the status of Gold Eagle Gold Mines? — S. S., Vancouver.

Now flying, although not so high, as Goldray; one new for three old.

Any improvement Kerr-Addison ore position? — P. M., Ottawa.

Not noticeable.

Do you recommend Kilembe Copper? —M. M., Quebec City.

We avoid foreign mining situations.

Why did New Calumet reduce its scale of operations?—D. J., Montreal.

Unfavorable prices for lead and zinc.

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# Fines Can Cause Contempt for the Law

by Norman Panzica

IN THE LIVING-ROOM of a respected merchant, a church-going group was planning a bingo which would help buy a new furnace. They calculated the cost carefully — including the \$100 fine the Crown Attorney warned would likely be imposed if they went through with it.

This little drama is enacted dozens of times a year all over Canada, illustrating repeatedly the folly of our fetish for using money as a judicial punishment.

A minor thing, you might say, this harmless bingo. But there are more sinister versions of that fireside chat. A lawyer outlined the following kind of criminal benefit to be derived from a predictable policy of monetary knuckle-rapping:

A top executive, mulling over a proposed deal with a firm in a similar business, asks his lawyer about it. Ethically, all the solicitor could say was that the penalty would probably be a fine of, say, \$30,000.

"Thank you," says the Captain of Industry, dismissing his solicitor so he can look again at the proposal which will gross his company better than \$250,000 in a year.

In investigating the subject of fines for SN, I remembered a respected concept of the law, *Cuilibet in arte sua perito credendum est*: credence should be given to one skilled in his peculiar art. So I talked to a boot-legger in downtown Toronto.

"Don't you ever run afoul of the law?" I asked.

"Who doesn't? The cops in this town," Charlie sadly explained, "are all square Johns. But it isn't too bad, if you get the right court. I'll explain: How often can they hit you? Twice in a year? Okay, so I set aside \$20 a week for fines."

"How much do you gross a week?"

"That would be telling. But it would be a rough week if I didn't take in \$250."

The same could be said, of course, for such thriving Canadian enterprises as the distribution of obscene matter, prostitution, book-making and others.

Besides these obvious advantages to the habitual offender, there are dangers to society attached to the practice of imposing fines. A man fined \$100 for indecent assault could well attack a child — perhaps yours — a week after

paying the fine. And it has happened.

It is not the purpose of this Point of View to demand abolition of this form of punishment. It is eminently suited to the accidental offender (if his crime is non-violent), and even some types of occasional offender — such as people who consistently violate parking laws, or burn rubbish. Or people who didn't pay proper taxes or licence fees.

What I am proposing is an end to the licensing of criminal acts. The old joke about the man who, having been fined \$20 for striking his wife, offered the judge \$40 because he'd hit her again is more indicative than funny.

And if we are to think that debtors' prisons no longer exist, we would do well to think upon the thousands of Canadians serving time in jail because they could not pay their fines.

It is, moreover, ridiculous to suggest that the usual alternatives (\$50 or 30 days) constitute comparable punishment. It would be difficult indeed to persuade a man who served 30 days under such a sentence that he's as well off as a man who paid a \$50 fine. Further proof, if such were needed, lies in the fact that everyone who can pay, does so.

Instalment payments of fines would seem to be part of the answer. England has used this method for 30 years and it is becoming widespread in Canada. But some types of legislation do not allow time to pay. The Liquor Control Act of Ontario is one example.

And if there is any single practice that proves there is no equal justice, it is the fine system, which usually takes no cognizance of the accused's income. There are many offences for which fines seem to be inappropriate. Certain forms of theft from individuals are in this group. A fine, after all, enriches the province paying the magistrate who imposed it. It never is applied to restitution.

It is somewhat disheartening to see a fine imposed for a crime of violence — particularly when the punishment is the same as that handed down for a lesser offence.

Consider two sentences imposed within eight weeks of each other by the same magistrate: Kicking a police officer and striking him in the face with

a purse brought a woman a \$50 fine; another woman served a month in jail because she could not pay a \$50 fine — for stealing a 25-cent pair of socks. And it was her first offence.

A farmer who cut down trees in contravention of conservation laws in Simcoe, Ont., paid \$100 to the coffers of Ontario. So did a man who beat a Shelburne, Ont., police officer. And a Hamilton man who threw a bottle out of his car, denting the hood of another car, paid \$200.

Fines make the law look foolish not only by their unpredictability and their inequality, but also by treating with relative unconcern an attack on an officer of the law.

The wide discretionary powers of the judiciary should be protected in most respects. But it seems evident that curtailment of these prerogatives is desirable in the matter of fines.

No indecent assault on a young girl should be punished with a fine. The protection of society would seem to demand imprisonment or compulsory psychiatric care.

No continuing premeditated offence should be fined more than once. First-offender prostitutes, boot-leggers and book-makers should be made to know that a second offence means imprisonment.

No wilful imperilment of public safety should be punished with a fine. For example, to convict on criminal negligence in the operation of a motor vehicle, a "wanton and reckless disregard" is required, and convictions are few. Such an offence differs only in degree from the aircraft manufacturer who delivered 19 unsafe passenger planes. The penalty: a \$6,000 fine.

No fine should be imposed that does not bear some effective relationship to the affluence of the accused. And surely no fine should be imposed without opportunity to pay it by instalments. For if it is just to donate to the Province in return for committing a crime, then surely the Province can wait for its money.

Most importantly, there should be some legislated control over the imposition of fines. In the meantime, let the judiciary concern itself primarily with the question of whether a fine is suitable in each case.

The law, like any person or institution, must earn the respect it seeks.

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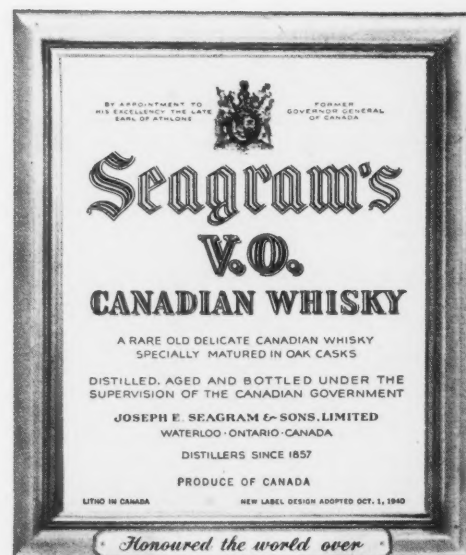
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